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1.0001	1.0001.1	Mrs Mary Keeble	n/a	N/A	N/A	Nuneaton News	HSG5	Local Plan	Yes	No	Yes	No	N/A	This site allocation would result in increased traffic on Hospital Lane.	Revise sewage, power lines and roads to accommodate	The Borough Plan acknowledges that Traffic congestion
1.0001	1.0001.2	Mrs Mary Keeble	n/a	N/A	N/A	Nuneaton News	EMP7	Local Plan	Yes	No	Yes	No	N/A	Building the Industrial Park in Bowling Green Lane near to a Primary School would not be viable as it would be a major hazard. Business Parks should be kept well away from the residential areas.	Remove allocation and use brownfield land.	In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology.
1.0002	1.0002.1	Miss Kathleen Coyle	n/a	N/A	N/A	From a friend	HSG6	Local Plan	Yes	Yes	No	No	N/A	The existing highway network will be unable to cope with the demand likely to arise from this allocated site. Existing infrastructure will be unable to cope with this proposed development.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic
1.0002	1.0002.2	Miss Kathleen Coyle	n/a	N/A	N/A	N/A	EMP7	Local Plan	Yes	Yes	No	No	N/A	This proposed allocation was introduced too late in the production of the Local Plan and did not give residents sufficient time to challenge its inclusion. The land on which the allocation relates is prime agricultural land and plays an important role in providing wheat for a well known bread company. Further, an industrial site should not be located in such proximity to an existing infant school and the local infrastructure (including highway networks) will be unable to cope with the demand likely to arise from this proposed development.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), and the published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. The Council proposes redevelopment of brownfield sites. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton
1.0003	1.0003.1	Mr John Tyler	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	Local people have not been given sufficient opportunity to consult on	Use brownfield sites and make brownfield sites visible	The Council has undertaken public consultation on the
1.0004	1.0004.1	Mr John Wetherby	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Local Plan. There are better locations for this type of development and development on this site would result in loss of prime agricultural land. The site is also located in close proximity to an infant schools and the local highway network would be unable to cope with such a development.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0005	1.0005.1	Mrs Edna Leighton	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	N/A	N/A	The land is Greenbelt and therefore development on this site would not accord with paragraphs 79-81 of the NPPF or the Government's White Paper on the Greenbelt (pages 28). The site is also next to a primary school and the surrounding roads are unsuitable for heavy goods vehicles.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0006	1.0006.1	Miss Neva Khan	n/a	N/A	N/A	Church	EMP7	Local Plan	No	No	No	No	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Local Plan. There are better locations for this type of development and development on this site would result in loss of prime agricultural land. The site is also located in close proximity to an infant schools and the local highway network would be unable to cope with such a development.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0007	1.0007.1	Mrs Florence Rhodes	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Local Plan. There are better locations for this type of development and development on this site would result in loss of prime agricultural land. The site is also located in close proximity to an infant schools and the local highway network would be unable to cope with such a development.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition

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1.0008	1.0008.1	Mr John Rhodes	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Local Plan. There are better locations for this type of development and development on this site would result in loss of prime agricultural land. The site is also located in close proximity to an infant schools and the local highway network would be unable to cope with such a development.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0009	1.0009.1	Mr James Still	n/a	N/A	N/A	Bedworth Civic Hall Poster	EMP7	Local Plan	No	No	No	N/A	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Borough Plan. The land is prime agricultural land which is used to provide wheat for a well known bread company. Further, the site is in close proximity to a school which would be a health and safety hazard and the local highway network would be unable to cope with the proposed development on this land. There are empty units on the industrial sites and these should be brought forward first.	Empty units should be utilised first before bringing this site forward for development.	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0010	1.0010.1	Mrs Anita Still	n/a	N/A	N/A	Bedworth Civic Hall Poster	EMP7	Local Plan	No	No	No	N/A	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Borough Plan. The land is prime agricultural land which is used to provide wheat for a well known bread company. Further, the site is in close proximity to a school which would be a health and safety hazard and the local highway network would be unable to cope with the proposed development on this land. There are empty units on the industrial sites and these should be brought forward first.	Empty units should be utilised first before bringing this site forward for development.	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0011	1.0011.1	Mrs Margaret Cloves	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	N/A	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Borough Plan. The land is prime agricultural land which is used to provide wheat for a well known bread company. Further, the site is in close proximity to a school which would be a health and safety hazard and the local highway network would be unable to cope with the proposed development on this land. There are empty units on the industrial sites and these should be brought forward first.	Empty units should be utilised first before bringing this site forward for development.	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0012	1.0012.1	Miss Samantha Gaut	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	The vacant units in the borough should be filled before other sites are promoted for development. Further, greenbelt land should not be developed, especially when there are available brownfield sites to be brought forward, local infrastructure (including highway networks) will be unable to cope with this development.	Choose a brownfield site to develop prior to bringing forward more greenfield land.	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0013	1.0013.1	Mr Marco Ludoski	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	N/A	N/A	There is no demand for this form of development (as is shown by the quantity of vacant units on other industrial sites) , the land is greenbelt and is prime agricultural land used to grow crops for a well known baker. The local highway network will be unable to cope with the demand likely to arise from this form of development and the site is in too close a proximity to an infant school which will result in a health and safety hazard.	Choose a brownfield site to develop prior to bringing forward more greenfield land.	Policies DS2 and DS5 direct development to existing urban areas within the Borough, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation. Given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and soils to development. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition
1.0014	1.0014.1	Mr David Antcliffe	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Borough Plan. The land is prime agricultural land which is used to provide wheat for a well known bread company. Further, the site is in close proximity to a school which would be a health and safety hazard and the local highway network would be unable to cope with the proposed development on this land. There are empty units on the industrial sites and these should be brought forward first.	Empty units should be utilised first before bringing this site forward for development.	The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate,

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1.0015	1.0015.1	Mr Douglas Leighton	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	N/A	N/A	This site allocation does not accord with paragraphs 74 to 81 of the NPPF or the Government's White Paper on Greenbelt (p.28.1.39). Further, local people have not been given sufficient time to consult on this site, which has not appeared on earlier versions of the Borough Plan. The land is prime agricultural land which is used to provide wheat for a well known bread company. Further, the site is in close proximity to a school which would be a health and safety hazard and the local highway network would be unable to cope with the proposed development on this land. There are empty units on the industrial sites and these should be brought forward first.	Empty units should be utilised first before bringing this site forward for development.	The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for
1.0016	1.0016.1	Jane Smith	n/a	N/A	N/A	N/A	EMP7	Local Plan	Yes	No	Yes	N/A	N/A	Concern over the volume of traffic that would be generated, and consequential pollution. There is an existing industrial estate nearby. Impact on local services (schools/doctors etc.)	N/A	In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to, and reviewed, each iteration of the Strategic Transport Assessment.
1.0016	1.0016.2	Jane Smith	n/a	N/A	N/A	N/A	HSG5	Local Plan	Yes	No	Yes	N/A	N/A	Concern over the volume of traffic that would be generated, and consequential pollution. There is an existing industrial estate nearby. Impact on local services (schools/doctors etc.)	N/A	The existing situation is noted and acknowledged. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Furthermore, any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). The statutory consultees will
1.0017	1.0017.1	Mrs Irene Tyler	n/a	N/A	N/A	N/A	HSG6	Local Plan	Yes	No	Yes	N/A	N/A	The number of houses for the area has been grossly over estimated. The land should not be developed as it is greenbelt land which is important to prevent towns from merging. The site is liable to flooding and there is insufficient infrastructure in the local area to accommodate for the demand likely to arise from this proposed development (this includes highway network, schools and medical facilities).	N/A	The housing targets are backed up by evidence in the Coventry-Warwickshire Housing Market Area: 2014-based Sub-national Population and Households Projections (2016). Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away
1.0017	1.0017.2	Mrs Irene Tyler	n/a	N/A	N/A	N/A	EMP7	Local Plan	Yes	No	Yes	N/A	N/A	The land on which the site lies is Greenbelt which should be protected from development, the site would also cause significant air and noise pollution, especially to the infant school and bungalows located in close proximity to the site. The proposed development would also likely result in a very large increase in traffic and it is not considered that the local highway network would be able to cope. It is not considered that other brownfield sites have been properly explored and this policy did not appear on the earlier version of the Borough Plan, therefore local people have not been given the opportunity to consult.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and
1.0018	1.0018.1	Leoni Rand	n/a	N/A	N/A	N/A	EMP7	Local Plan	Yes	No	Yes	N/A	N/A	The Council has not notified local businesses of this proposed allocation, as required by law, neither has the Council the support of local people as required by ministerial guidance. A further increase in traffic in and around Bedworth will increase commuting, noise, traffic and pollution. Brexit is likely to give rise to a loss of anticipated population growth therefore there is no need to take on overspill population under the Duty to Co-operate. The Council has not fully comprehended the necessary infrastructure which will be required to accommodate this proposed development and has not fully comprehended the significant effect this proposed development is likely to have on bio-diversity and damage to recreation, leisure, education, eco-system services, landscape and health. The Council have mis-read the NPPF which does not state that OANs must always be met. This proposed development is considered unsound.	There are no modifications that this Council can undertake to render this Plan legally compliant or sound.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012) and a published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The
1.0018	1.0018.2	Leoni Rand	n/a	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	N/A	N/A	Building on the Green Belt does not constitute an exceptional circumstance. Further, the Council has not properly weighed the requirement for Greenbelt to be enduring and permanent neither has it properly assessed the potential of urban sprawl or has it given the appropriate weight to loss of bio-diversity and the damage to recreation, leisure, education, eco-system services, landscape and health. Brexit is also likely to have a significant impact and result in the loss of population growth in Coventry and, as such, the Council should not be required to take on this overspill of housing. The land is greenbelt and should not be developed.	There are no modifications that this Council can undertake to render this Plan legally compliant or sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0019	1.0019.1	Julie Rand	n/a	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	Yes	No reason given.	Development on this land would be detriment to the environment, the land is good quality greenbelt land and should not be developed. The land is currently used for leisure by the local people. It is considered that there are sufficient other brownfield sites which should come forward before the Council decide to build on this site. The local infrastructure cannot sustain the level of housing proposed, the area is liable to flooding and the drainage and sewage system is inadequate, the schools are already at capacity. The local roads would also be unable to deal with the demand likely to arise from this proposed development. Further, developing this site would result in a significant loss of wildlife and biodiversity and would result in an increase in air pollution. There is also insufficient jobs in the area to sustain the demand likely to arise from this development.	N/A	The existing situation is noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
1.0020	1.0020.1	Rebecca Rand	n/a	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	N/A	N/A	Exceptional circumstances have not been proven to allow for this Green belt land to be released, nor has the Council properly assessed the implications of releasing this land, especially in relation to urban sprawl. Brexit is also likely to have a significant impact and result in the loss of population growth in Coventry and, as such, the Council should not be required to take on this overspill of housing. The local infrastructure will be unable to cope with the demand likely to arise from this proposed development. The NPPF does not state that all OAN must be met.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. The Council has a duty to
1.0021	1.0021.1	Julie and Michael Rand	n/a	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	N/A	N/A	This allocation is an environmental/infrastructure disaster. The local roads will be unable to cope with the demand likely to arise from this proposed development.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
1.0021	1.0021.2	Julie and Michael Rand	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	N/A	N/A	This policy fails all tests of soundness as required by the NPPF. Many of the industrial units in the borough are vacant and, as such, we do not consider that there is a demand for further units. The local infrastructure network is unsuitable for the proposed development. There are significant highway issues associated with this proposed development.	N/A	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. Policies DS2 and DS5 direct development to existing urban areas within the Borough (defined as Nuneaton, Bedworth and Bulkington). There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment needs in full. It is therefore necessary to allocate development on greenfield sites. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development.
1.0021	1.0021.3	Julie and Michael Rand	n/a	N/A	N/A	N/A	EMP6	Local Plan	No	No	No	N/A	N/A	This green belt land should not be released, we believe that a small amount of housing should be placed on the EMP6 site, however, only on the basis that additional road infrastructure is available.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0022	1.0022.1	Rachael Rand	n/a	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	N/A	N/A	Building on the Green Belt does not constitute an exceptional circumstance. Further, the Council has not properly weighed the requirement for Greenbelt to be enduring and permanent neither has it properly assessed the potential of urban sprawl or has it given the appropriate weight to loss of bio-diversity and the damage to recreation, leisure, education, eco-system services, landscape and health. Brexit is also likely to have a significant impact and result in the loss of population growth in Coventry and, as such, the Council should not be required to take on this overspill of housing. The land is greenbelt and should not be developed.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs.
1.0022	1.0022.2	Rachael Rand	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	N/A	N/A	The Council has not notified local businesses of this proposed allocation, as required by law, neither has the Council the support of local people as required by ministerial guidance. A further increase in traffic in and around Bedworth will increase commuting, noise, traffic and pollution. Brexit is likely to give rise to a loss of anticipated population growth therefore there is no need to take on overspill population under the Duty to Co-operate. The Council has not fully comprehended the necessary infrastructure which will be required to accommodate this proposed development and has not fully comprehended the significant effect this proposed development is likely to have on bio-diversity and damage to recreation, leisure, education, eco-system services, landscape and health. The Council have mis-read the NPPF which does not state that OANs must always be met. This proposed development is considered unsound.	There is nothing that the Council can do to make this allocation sound or justified.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0023	1.0023.1	Michael Rand	n/a	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	N/A	N/A	Development on this land would be detriment to the environment, the land is good quality greenbelt land and should not be developed. The land is currently used for leisure by the local people. It is considered that there are sufficient other brownfield sites which should come forward before the Council decide to build on this site. The local infrastructure cannot sustain the level of housing proposed, the area is liable to flooding and the drainage and sewage system is inadequate, the schools are already at capacity. The local roads would also be unable to deal with the demand likely to arise from this proposed development. Further, developing this site would result in a significant loss of wildlife and biodiversity and would result in an increase in air pollution. There is nothing that the Council can do to this proposed to make it legally sound.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with
1.0024	1.0024.1	Isobel Jaques	n/a	N/A	N/A	Word of mouth	EMP7	Local Plan	No	No	No	Yes	Insufficient time to express views at a cabinet meeting (3 minutes)	This proposed allocation contravenes the principle of building on Green Belt land. Further the entrance to the proposed site is unclear and the site would be located adjacent to a primary school. There is insufficient capacity on local highway networks to accommodate the demand likely to arise from this development. The proposed development is also likely to result in a significant increase in air pollution which will have health implications. Further, the site is also likely to have implications on the wildlife and no exceptional circumstances have been proven as to why this development should come forward on this Green Belt land.	N/A Although a suggestion is made that the Inspector undertakes a full site visit.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations,
1.0024	1.0024.2	Isobel Jaques	n/a	N/A	N/A	Word of mouth	Entire Plan	Local Plan	No	No	No	Yes	Insufficient time to express views at a cabinet meeting (3 minutes)	The Local Plan Representation Form is not easy to understand or fill out. The notes to accompany the representation form are not written in a format that the public can understand and so are of no help. The consultation dates gave little time for the public to take in any changes from the previous draft of the Local Plan. I find it difficult to understand how the public is expected to comment on a process which do not understand. if Nuneaton and Bedworth Borough Council do not have brownfield land then why are they taking land from other authorities' Green Belt land? The Council have undertaken insufficient consultation with the public.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. Furthermore, Policies DS2 and DS5 direct development to
1.0024	1.0024.3	Isobel Jaques	n/a	N/A	N/A	Word of mouth	DS5 (Nun286/317)	Local Plan	No	No	No	Yes	Insufficient time to express views at a cabinet meeting (3 minutes)	This land is Green Belt and should not be developed. The proposed development would be detrimental to wildlife and would have major implications on traffic and road safety by increasing congestion on already busy roads. Further, the site is also in close proximity to a number of schools, some of which are specialised for those with additional needs, this would be a significant cause of concern especially with the lack of controlled crossing on Wheelwright Lane.	N/A Although a suggestion is made that the Inspector undertakes a full site visit.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment and housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and
1.0024	1.0024.4	Isobel Jaques	n/a	N/A	N/A	Word of mouth	HSG6	Local Plan	No	No	No	Yes	Insufficient time to express views at a cabinet meeting (3 minutes)	There are no exceptional circumstances shown as to why this Green Belt land should be developed. This land should remain as Green Belt to prevent urban sprawl and to protect the countryside. There is much less demand for housing in the borough than what is suggested in the OAN. The proposed development will have serious flood risk, traffic, road safety and health implications.	N/A Although a suggestion is made that the Inspector undertakes a full site visit.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what
1.0025	1.0025.1	Martin Vernon	n/a	N/A	N/A	N/A	HSG7	Local Plan	No	No	No	Yes	Residential amenities / Personal issues	Inclusion of this site at Publication Stage has not allowed sufficient time for meaningful public consultation. Loss of green belt and prime agricultural land. Investment should be given to first preparing existing brown field/derelict land, of which over 3000ha has been identified. Proposed access to HSG7 (through Bramcote Close and Lancing Road) is inadequate for development of 195 homes. Concerns raised over capacity of infrastructure and services, and impact on wildlife.	Take into account recent developments within the area. Utilise land within village, not green belt land, and where there are services to support new development. Consider traffic impact and traffic management measures.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed
1.0026	1.0026.1	Corrinne Vernon	n/a	N/A	N/A	N/A	HSG7	Local Plan	No	No	No	Yes	Residential amenities / Personal issues	Inclusion of this site at Publication Stage has not allowed sufficient time for meaningful public consultation. Loss of green belt and prime agricultural land. Investment should be given to first preparing existing brown field/derelict land, of which over 3000ha has been identified. Proposed access to HSG7 (through Bramcote Close and Lancing Road) is inadequate for development of 195 homes. Concerns raised over capacity of infrastructure and services, and impact on wildlife.	Take into account recent developments within the area. Utilise land within village, not green belt land, and where there are services to support new development. Consider traffic impact and traffic management measures.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed

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1.0027	1.0027.1	David Baker	N/A	N/A	N/A	N	HSG5	Local Plan	No	No	No	No	N/A	Hospital Lane is not legally compliant as requirements of the NPPF are not met. The soundness and duty to cooperate are not compliant as fundamental failures with the site selection process caused site to be incorrectly selected. Failed to identify it as greenbelt land. promotion of greenbelt land over brownfield. previous advice had recommended against building on Hospital Lane	Hospital Lane should not be considered as a building site due to its greenbelt status and lack of sustainability.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable.
1.0028	1.0028.1	Thanoon Al-Dabbagh	N/A	N/A	N/A	D, F, N	HSG9	Local Plan	No	No	No	No	N/A	HSG9 infringes on the Green Belt while Brownfield sites could be used. Loss of the Green Belt will disturb the peaceful nature of the area. Proposals will prevent people from enjoying the area. Stage Representation form is very confusing to understand. The current infrastructure are inadequate to meet current needs, so will be unable to meet the increase in demand. Accepts that new affordable housing is required but should be planned on a sound basis. Traffic congestion at the top of Golf Drive, addition of cars will increase the problem plus pollution will have a direct effect on the environment and health of the residents. Development will have an effect on biodiversity	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0029	1.0029.1	Vivien Al-Dabbagh	N/A	N/A	N/A	D, F, N	HSG9	Local Plan	No	No	No	No	N/A	HSG9 infringes on the Green Belt while Brownfield sites could be used. Loss of the Green Belt will disturb the peaceful nature of the area. Proposals will prevent people from enjoying the area. Stage Representation form is very confusing to understand. HSG9 infringes on the Green Belt while Brownfield sites could be used. Loss of the Green Belt will disturb the peaceful nature of the area. Proposals will prevent people from enjoying the area. The current infrastructure are inadequate to meet current needs, so will be unable to meet the increase in demand. Accepts that new affordable housing is required but should be planned on a sound basis. Traffic congestion at the top of Golf Drive, addition of cars will increase the problem plus pollution will have a direct effect on the environment and health of the residents. Development will have an effect on biodiversity	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0030	1.0030.1	David & Hazel Allen	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	Area is not suitable for large, heavy vehicles with the current roads. Traffic congestion already causes gridlock at peak times. Exhall is classed as a semi rural area and the Plan seeks to destroy the existing community using flawed and fabricated analysis. The environment would be decimated and polluted to unacceptable levels as well as noise. Infrastructure would be unable to cope with the increase in pollution.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and
1.0031	1.0031.1	John Wood	N/A	N/A	N/A	N/A	HSG5	Local Plan	Yes	Yes	Yes	Yes	To offer a residents' statement of today's problems and safety risks.	Occupants of the 398 houses proposed for site HSG5 and the employment premises on EMP7 will generate considerable extra traffic on Hospital Lane, Goodyers End Lane and Smorrall Lane.	Hospital Lane to be widening with kerbside parking prohibited. Alternative parking spaces needed. Prohibition of parking in Hospital Lane to be enforced. Traffic control measures will be needed at junctions of Hospital Lane, Goodyers End Lane and Smorrall Lane.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Also, any transport
1.0031	1.0031.2	John Wood	N/A	N/A	N/A	N/A	DS5	Local Plan	Yes	Yes	Yes	Yes	To offer a residents' statement of today's problems and safety risks.	Occupants of the 398 houses proposed for site HSG5 and the employment premises on EMP7 will generate considerable extra traffic on Hospital Lane, Goodyers End Lane and Smorrall Lane.	Hospital Lane to be widening with kerbside parking prohibited. Alternative parking spaces needed. Prohibition of parking in Hospital Lane to be enforced. Traffic control measures will be needed at junctions of Hospital Lane, Goodyers End Lane and Smorrall Lane.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0032	1.0032.1	David Antcliffe	N/A	N/A	N/A	N	HSG6	Local Plan	Yes	Yes	Yes	Yes	To clarify any misunderstanding from the representations.	The area designated for development is Green Belt land and it separates Exhall from the Coventry City boundary. The Development Plan should ensure the land remains so.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.

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1.0033	1.0033.1	Eric Freeman	N/A	N/A	N/A	Q	DS5 (NUN286/NUN317)	Local Plan	No	No	No	Yes	The Plan's impact upon Bedworth.	The Plan does not meet any of the soundness criteria, it is not justified. The Plan goes against most policies found in the NPPF. Issues with traffic and road safety and an increase in houses would increase this problem. Issues with speeding. No controlled crossing on Wheelwright Lane. The character of Burbages Lane is of a semi rural village and much of the area would cease to be rural in character. No adequate Habitat Regulation Assessment, no SCI is available on the Council's website. Biodiversity is associated with the site. Sustainability Report is not adequate, its cursory and incomplete and decisions were based on assumptions.	Sustainability Appraisal Report needs to be written by experts. Habitat Regulations Assessment needs to be properly researched so a comprehensive assessment can be done. SCI should be created and published. Make the Plan consistent with national policies.	The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of
1.0034	1.0034.1	Fiona Atkinson	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	Yes	To hear first hand and participate in proceedings.	No thought on the effect of an overcrowded area. Nuneaton is rife with congestion. No consideration regarding infrastructure. Access on Drives Close has not been given consideration. Insufficient road capacity.	Improve infrastructure for existing residents. Consider future of Nuneaton in 10, 20, 30 years time. Look at areas further afield.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0034	1.0034.2	Fiona Atkinson	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	Yes	To hear first hand and participate in proceedings.	No thought on the effect of an overcrowded area. Nuneaton is rife with congestion. No consideration regarding infrastructure. Access on Drives Close has not been given consideration. Insufficient road capacity.	Improve infrastructure for existing residents. Consider future of Nuneaton in 10, 20, 30 years time. Look at areas further afield.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and
1.0034	1.0034.3	Fiona Atkinson	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	Yes	To hear first hand and participate in proceedings.	No thought on the effect of an overcrowded area. Nuneaton is rife with congestion. No consideration regarding infrastructure. Access on Drives Close has not been given consideration. Insufficient road capacity.	Improve infrastructure for existing residents. Consider future of Nuneaton in 10, 20, 30 years time. Look at areas further afield.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0035	1.0035.1	Kim Baish	N/A	N/A	N/A	B	HSG5	Local Plan	No	No	No	Yes	N/A	Not sufficient infrastructure to support another housing development. More traffic on already congested roads, not safe.	It should be left as green belt.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0036	1.0036.1	Sarah Baker	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No consideration of community facilities. no consideration of environmental or recreational issues. No consideration of current traffic problems. Appears to be overloading Nuneaton. Use of Greenbelt land and no use of brownfield land.	Questions why does Nuneaton have to carry the housing burden. Use of the A444 area given road access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0036	1.0036.2	Sarah Baker	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No consideration of community facilities. no consideration of environmental or recreational issues. No consideration of current traffic problems. Appears to be overloading Nuneaton. Use of Greenbelt land and no use of brownfield land.	Questions why does Nuneaton have to carry the housing burden. Use of the A444 area given road access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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1.0036	1.0036.3	Sarah Baker	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No consideration of community facilities. no consideration of environmental or recreational issues. No consideration of current traffic problems. Appears to be overloading Nuneaton. Use of Greenbelt land and no use of brownfield land.	Questions why does Nuneaton have to carry the housing burden. Use of the A444 area given road access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0037	1.0037.1	Diane Bell	N/A	N/A	N/A	D	HSG6	Local Plan	No	No	No	Yes	To ensure her points are raised	No justification for the use of Greenbelt land. Projections are misleading of increase in population. Demand for living space does not take into account the views of the population it is intended for. The needs of the community will not be met. development here will be detrimental to the health and wellbeing of the population and environment and infrastructure.	Plan needs to be positively prepared and consistent with National policy. Brownfield sites should be used before Greenbelt site.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
1.0038	1.0038.1	Raymond Boote	N/A	N/A	N/A	B	Entire Plan	Local Plan	No	No	No	Yes	N/A	Not enough infrastructure to support more housing development. More traffic on already congested roads is not safe.	None, should be kept as Greenbelt.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0039	1.0039.1	Nik Gajic	N/A	N/A	N/A	O	HSG3	Local Plan	No	No	No	No	N/A	Inadequate consultation. No consideration of current traffic problems. No consideration of community facilities, already under strain. Using up valuable greenbelt, farm land and open space. Increase pollution will worsen air quality. Lack of footpaths in Leyburn Close.	Use areas adjacent to A444 or A5. use all available brownfield sites before any greenbelt or farm land.	Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
1.0039	1.0039.2	Nik Gajic	N/A	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	Inadequate consultation. No consideration of current traffic problems. No consideration of community facilities, already under strain. Using up valuable greenbelt, farm land and open space. Increase pollution will worsen air quality. Lack of footpaths in Leyburn Close.	Use areas adjacent to A444 or A5. use all available brownfield sites before any greenbelt or farm land.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0039	1.0039.3	Nik Gajic	N/A	N/A	N/A	O	HSG10	Local Plan	No	No	No	No	N/A	Inadequate consultation. No consideration of current traffic problems. No consideration of community facilities, already under strain. Using up valuable greenbelt, farm land and open space. Increase pollution will worsen air quality. Lack of footpaths in Leyburn Close.	Use areas adjacent to A444 or A5. use all available brownfield sites before any greenbelt or farm land.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in
1.0040	1.0040.1	Will Key	N/A	N/A	N/A	R (Whitestone residents action group newsletter	HSG9	Local Plan	No	No	No	No	N/A	The Plan is not sound and not justified as alternatives to greenbelt land has not been considered. Involvement of the community has not taken place, no formal consultation with residents. No adequate consideration of the current traffic problems via the B4114 Lutterworth Road up to Golf Drive. sustainability Report does not deal with the impact on air quality, the Council has not adequately demonstrated consideration of this environmental impact.	The Council needs to demonstrate due diligence with regard to the inclusion/exclusion of brownfield sites. Council to add an appendix to the Plan aggregating the feedback from the publication stage submissions. The Plan needs to include forecast for increased traffic volumes on road infrastructure, Council needs to state how these would be addressed. The Plan to show greenfield and brownfield land to demonstrate Coventry has carried out its own due diligence prior to Nuneaton taking on part of the housing burden. use of the fields either side of the A444. the need for forecasts by Nuneaton and Bedworth of traffic volume increase on existing roads. Impacts on current EU standards of air quality.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. NBBC have carefully considered its ability to assist with the provision of any further development sites to contribute to the needs of Coventry City Council, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet

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1.0041	1.0041.1	Deborah Gajic	N/A	N/A	N/A	F, G, O	Entire Document	Proposals Map	No	No	No	No	N/A	Aysgarth Close is too narrow and has no footpaths, not an appropriate access route. Use of greenbelt land, need to consider brownfield sites. No consideration of traffic problems. No consideration of environmental or recreational issues. No consideration of community facilities, Nuneaton already over crowded. inadequate consultation. complicated representation form.	Exit onto Eastboro Way at the crematorium Island would be more appropriate.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0042	1.0042.1	Debra Freeman	N/A	N/A	N/A	Q	DS5 (NUN286/NUN317)	Local Plan	No	No	No	Yes	Plan's impact on Bedworth and surrounding area	Plan does not meet the requirement for being a sustainable development. The Plan is not justified. 13374 houses are not deliverable due to house sales. The Plan is country to the NPPF. Area of Burbages Lane would cease to be rural in character.	Sustainability Appraisal Report needs to be written by experts. Habitat Regulations Assessment needs to be properly researched so a comprehensive assessment can be done. SCI should be created and published. Make the Plan consistent with national policies.	The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. The scale of growth proposed is justified by the evidence base. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. NBBC have carefully considered its ability to assist with the provision of any further development sites to contribute to the needs of Coventry City Council, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. The scale of growth
1.0043	1.0043.1	Simon Frost	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	No	N/A	N/A	N/A	With regards to HSG4 The Woodlands, is unsound because the stated intention to 'retain the character of Bedworth Lane and Woodlands Lane' is incompatible with the scale of the proposed development. The semi rural nature would be changed. The Flood Risk Assessment in relation to HSG4 The Woodlands is unsound as the flood risk implications are inadequately assessed. woodlands Lane is often impassable due to flooding and flooding has gone into houses, the development would increase the volume and speed of surface water, exacerbating problems. the mitigation measure provide little reassurance.	N/A	The site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is a minimum requirement at this time and will be assessed further as detailed Masterplans and detailed applications emerge. The sites were assessed through the SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The proposed allocations have been subject to detailed evidence base such as flooding, landscape, heritage assessments. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. Furthermore, NBBC undertook an updated Strategic Flood
1.0044	1.0044.1	Stephen South	N/A	N/A	N/A	O	HSG5	Local Plan	No	No	No	Yes	Not consulted previously so wishes to have their say now	The Plan is unlawful, unsound and does not meet the duty to cooperate due to building on greenbelt will increase commuting, noise, pollution and traffic , these do not have the support of the local people. Council not given weight to loss of biodiversity and damage to infrastructure. Inappropriate use of greenbelt. the Building of 4-5 bedroom homes is the very paradigm of how urban sprawl proceeds. The removal of land from the greenbelt is unlawful and unsound.	Full site plan with exact detailed proposed distances/heights of proposed dwellings affecting my current home and saleable depreciation value need to be put in place before the Plan can be passed.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. In terms of the potential traffic impact, all proposed
1.0045	1.0045.1	Roger Biggs	N/A	N/A	N/A	R (Council website)	HSG4	Local Plan	Yes	No	Yes	No	N/A	The flood risk implications for development documents are not justified as the Plan is not the most appropriate strategy when considered against alternatives. Regular flooding occurs in this area. Added development will increase the risk of flooding to all of the properties downstream and those below the river point.	reassess the strategic flood risk assessment for HSG4 to include the flood risk to existing properties outside the proposed HSG4 development. Increase existing flood control protection measures accordingly.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. Furthermore, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest
1.0046	1.0046.1	Arlyne Benson	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	No	N/A	The area for the School Lane does not take into account that the area is greenbelt land. Lack of space for wildlife. Traffic problems on School Lane would be increased with new homes. Roads in a poor state of repair. No justification for more industrial development. an industrial estate would pollute the area and increase light and traffic pollution next to the school.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not
1.0047	1.0047.1	Robert Jones	N/A	N/A	N/A	R (local residents action group letter)	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land and omitted use of brownfield sites. No consideration of traffic problems. No consideration of environmental or recreational issues. No consideration of community facilities such as schools and doctors. Overloading Nuneaton compared to other towns. questions whether homes will be affordable. loss of good farmland. inadequate consultation. a difficult representation form if not an expert.	Use of the A444 area for road access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with

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C-0047	C-0047.2	Robert Jones	N/A	N/A	N/A	R (local residents action group letter)	H019	Local Plan	No	No	No	No	N/A	The use of greenbelt land and omitted use of brownfield sites. No consideration of traffic problems. No consideration of environmental or recreational issues. No consideration of community facilities such as schools and doctors. Overloading Nuneaton compared to other towns. Questions whether homes will be affordable. lots of good brownfield. Inadequate consultation. a difficult representation form if not an expert.	Use of the A444 area for road access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with
C-0047	C-0047.3	Robert Jones	N/A	N/A	N/A	R (local residents action group letter)	H0G10	Local Plan	No	No	No	No	N/A	The use of greenbelt land and omitted use of brownfield sites. No consideration of traffic problems. No consideration of environmental or recreational issues. No consideration of community facilities such as schools and doctors. Overloading Nuneaton compared to other towns. questions whether homes will be affordable. lots of good brownfield. Inadequate consultation. a difficult representation form if not an expert.	Use of the A444 area for road access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with
C-0048	C-0048.1	Andrew Atkins	N/A	N/A	N/A	C-D	Cities Plan	Local Plan	Yes	N/A	Yes	N/A	N/A	No authority to take housing meant for Coventry	Remove housing from Coventry. Future projections based on wild assumptions with no credibility. Sustainable development needed.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
C-0049	C-0049.1	Emma Davis	N/A	N/A	N/A	G	H0G3	Local Plan	No	No	No	No	N/A	Plan uses greenbelt and ignores brownfield sites. Current traffic congestion in Whitestone/Attleborough area is ignored. No consideration for infrastructure. Excessive housing development in the town compared with other areas. Poor consultation in Wilnecote.	Use land between Nuneaton and Coventry to be considered. Build housing estates nearer to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2014 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0049	C-0049.2	Emma Davis	N/A	N/A	N/A	G	H0J9	Local Plan	No	No	No	No	N/A	Plan uses greenbelt and ignores brownfield sites. Current traffic congestion in Whitestone/Attleborough area is ignored. No consideration for infrastructure. Excessive housing development in the town compared with other areas. Poor consultation in Wilnecote.	Use land between Nuneaton and Coventry to be considered. Build housing estates nearer to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2014 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0049	C-0049.3	Emma Davis	N/A	N/A	N/A	G	H0G10	Local Plan	No	No	No	No	N/A	Plan uses greenbelt and ignores brownfield sites. Current traffic congestion in Whitestone/Attleborough area is ignored. No consideration for infrastructure. Excessive housing development in the town compared with other areas. Poor consultation in Wilnecote.	Use land between Nuneaton and Coventry to be considered. Build housing estates nearer to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning applications for the proposed strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
C-0050	C-0050.1	Laura Davis	N/A	N/A	N/A	G	H0G3	Local Plan	No	No	No	No	N/A	Plan uses greenbelt and ignores brownfield sites. Current traffic congestion in Whitestone/Attleborough area is ignored. No consideration for infrastructure. Excessive housing development in the town compared with other areas. Poor consultation in Wilnecote.	Use land between Nuneaton and Coventry to be considered. Build housing estates nearer to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2014 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0050	1.0050.2	Laura Davis	N/A	N/A	N/A	G	HSG9	Local Plan	No	No	No	No	N/A	Plan uses greenbelt and ignores brownfield sites. Current traffic congestion in Whitestone/Attleborough area is ignored. No consideration for infrastructure. Excessive housing development in the town compared with other areas. Poor consultation in Whitestone.	Use land between Nuneaton and Coventry to be considered. Build housing estates nearer to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0050	1.0050.3	Laura Davis	N/A	N/A	N/A	G	HSG10	Local Plan	No	No	No	No	N/A	Plan uses greenbelt and ignores brownfield sites. Current traffic congestion in Whitestone/Attleborough area is ignored. No consideration for infrastructure. Excessive housing development in the town compared with other areas. Poor consultation in Whitestone.	Use land between Nuneaton and Coventry to be considered. Build housing estates nearer to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0051	1.0051.1	Simon Smith	N/A	N/A	N/A	D, Q,	EMP7	Local Plan	No	No	No	Yes	To ensure the extent of local objection	increased pollution and traffic on School Lane. Plan is unsound, unlawful and does not meet with the duty to cooperate. Council has not liaised with small businesses. Council do not have the support of local people and opt given weight to biodiversity. the council has not read the NPPF. proposals to increase industrial and business units is unsound and unlawful.	ensure the Plan copes with traffic, the environment and heavy pollution.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012),
1.0051	1.0051.2	Simon Smith	N/A	N/A	N/A	D, Q,	HSG6	Local Plan	No	No	No	Yes	To ensure the extent of local objection	Increased pollution and traffic on School Lane. Plan is unsound, unlawful and does not meet with the duty to cooperate. Council has not liaised with small businesses. Council do not have the support of local people and given weight to biodiversity. the council has not read the NPPF. proposals to increase industrial and business units is unsound and unlawful.	ensure the Plan copes with traffic, the environment and heavy pollution.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012),
1.0052	1.0052.1	Lesley Elkerton	N/A	N/A	N/A	G	HSG9	Local Plan	No	No	No	No	N/A	No consideration of the impact of more traffic on roads. Creation of a rat run through Juliet Close.	Build houses where traffic is not already at breaking point e.g. A444.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning
1.0053	1.0053.1	Lisa Webster	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	Does not consider the Plan to be legally compliant or legally sound. No road infrastructure. Increase in pollution and congestion. Loss of biodiversity.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and
1.0054	1.0054.1	Ian Castledine	N/A	N/A	N/A	Q	BE4	Local Plan	No	No	N/A	Yes	to provide further information if requested	Failure to consult. The Plan is unsound as it fails to take into account Mill Lane, Weston in Arden as a conservation area in need of conservation area status.	Policies HSG7 and HSG8 need to be removed form the Plan. Policies Map needs to be amended to show the areas as greenbelt. Mill Lane conservation are to be added to Policy BE4.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. This policy seeks to protect heritage assets, in accordance with the NPPF. Mill lane, Weston in Arden is not a designated Conservation Area, of which there is a separate process and it is has not been identified to be considered as a conservation area as part of the Borough Plan.

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1.0055	1.0055.1	Graham Waters	N/A	N/A	N/A	F	HSG2	Local Plan	Yes	No	No	No	N/A	Loss of arable farm land. Loss of wildlife habitat. Lack of sufficient infrastructure.	Introduction of new towns, not expansion of villages	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1
1.0056	1.0056.1	David Parr	N/A	N/A	N/A	N/A	DS4	Local Plan	Yes	No	Yes	Yes	To answer further questions	Should be separation between the settlements of Coventry and Bedworth. Destroy the greenbelt and prevention of merging towns will occur. Merger between administrative authorities	N/A	Through Policies DS1 (Presumption in Favour of Sustainable Development), DS2 (Settlement Hierarchy and Roles), DS3 (Development Principles), and DS7 (Green Belt), the Plan would provides sufficient protection against the merging of settlements. Policies DS2 and DS5 direct development to the most sustainable locations first. The Green Belt Study 2015 identified the parcels of land which were important for the purposes of separation of settlement.
1.0056	1.0056.2	David Parr	N/A	N/A	N/A	N/A	DS5	Local Plan	Yes	No	Yes	Yes	To answer further questions	Should be separation between the settlements of Coventry and Bedworth. Destroy the greenbelt and prevention of merging towns will occur. Merger between administrative authorities	N/A	Through Policies DS1 (Presumption in Favour of Sustainable Development), DS2 (Settlement Hierarchy and Roles), DS3 (Development Principles), and DS7 (Green Belt), the Plan would provides sufficient protection against the merging of settlements. Policies DS2 and DS5 direct development to the most sustainable locations first. The Green Belt Study 2015 identified the parcels of land which were important for the purposes of separation of settlement.
1.0056	1.0056.3	David Parr	N/A	N/A	N/A	N/A	DS6	Local Plan	Yes	No	Yes	Yes	To answer further questions	Should be separation between the settlements of Coventry and Bedworth. Destroy the greenbelt and prevention of merging towns will occur. Merger between administrative authorities	N/A	Through Policies DS1 (Presumption in Favour of Sustainable Development), DS2 (Settlement Hierarchy and Roles), DS3 (Development Principles), and DS7 (Green Belt), the Plan would provides sufficient protection against the merging of settlements. Policies DS2 and DS5 direct development to the most sustainable locations first. The Green Belt Study 2015 identified the parcels of land which were important for the purposes of separation of settlement.
1.0056	1.0056.4	David Parr	N/A	N/A	N/A	N/A	EMP6	Local Plan	Yes	No	Yes	Yes	To answer further questions	Should be separation between the settlements of Coventry and Bedworth. Destroy the greenbelt and prevention of merging towns will occur. Merger between administrative authorities	N/A	Through Policies DS1 (Presumption in Favour of Sustainable Development), DS2 (Settlement Hierarchy and Roles), DS3 (Development Principles), and DS7 (Green Belt), the Plan would provides sufficient protection against the merging of settlements. Policies DS2 and DS5 direct development to the most sustainable locations first. The Green Belt Study 2015 identified the parcels of land which were important for the purposes of separation of settlement.
1.0056	1.0056.5	David Parr	N/A	N/A	N/A	N/A	HSG6	Local Plan	Yes	No	Yes	Yes	To answer further questions	Increase in traffic problems on School Lane. Increase in the dangers of this road for school children.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0056	1.0056.6	David Parr	N/A	N/A	N/A	N/A	EMP2	Local Plan	Yes	No	Yes	Yes	To answer further questions	The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Method of planning is based on projections for increase in housing provision. No use of derelict land for development.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, there is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries.
1.0056	1.0056.7	David Parr	N/A	N/A	N/A	N/A	EMP7	Local Plan	Yes	No	Yes	Yes	To answer further questions	Land unsuitable for the proposed traffic. The proposal to remove greenbelt is in direct contravention of the stated purpose of greenbelts.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It
1.0056	1.0056.8	David Parr	N/A	N/A	N/A	N/A	Entire Document	Proposals Map	Yes	No	Yes	Yes	To answer further questions	The proposals map and key are not compatible, indiscrepancies between the map and key. Poor definition between symbols.	N/A	Noted. It is not clear which parts of the Proposals map and Key is being referred to. The Council don't believe there are any issues to address.
1.0057	1.0057.1	Duncan Haynes	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Increase in traffic. Increase use of public rights of way. No plans for an increase in infrastructure. No meeting was provided to listen to local resident's concerns. Already a high population in Nuneaton	Spread housing development into the rest of the county. Use the A444 to provide housing developments.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0057	1.0057.2	Duncan Haynes	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Increase in traffic. Increase use of public rights of way. No plans for an increase in infrastructure. No meeting was provided to listen to local resident's concerns. Already a high population in Nuneaton	Spread housing development into the rest of the county. Use the A444 to provide housing developments.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE3, NE4 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Transport Assessment). In addition, the statutory consultees will be consulted to guide development proposals and requirements for necessary infrastructure contributions. Policies DS2 and DS5 direct

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1.0057	1.0057.3	Duncan Haynes	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Increase in traffic. Increase use of public rights of way. No plans for an increase in infrastructure. No meeting was provided to listen to local resident's concerns. Already a high population in Nuneaton	Spread housing development into the rest of the county. Use the A444 to provide housing developments.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0058	1.0058.1	Stephen Bryan	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Negative impact of development. Impact of development on green space, air quality and traffic. Little consideration given to local residents and the preservation of the greenbelt. Proposed development will have a negative impact.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any
1.0059	1.0059.1	Michael Gladwin	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	Distrust of the system	Planned development is too close to 'The Nook' and will affect an area of natural beauty	Fields behind 'The Nook' should be removed form the Plan.	The comments are noted and acknowledged. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as NE1, NE2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Landscape and Visual Impact Assessments). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
1.0059	1.0059.2	Michael Gladwin	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	n/a	see comments from 2015 Infrastructure requirements are unavailable. Woodlands development should not be included in the Plan - it is a Green Belt area, and the proposed development is not consistent with its semi-rural character. Other issues in relation to this development include Flood Risk and Traffic and Road Safety as the current surrounding roads will be unable to cope with this development. There are too many houses proposed. No LDS in place, no adequate Habitat Regulations Assessment, Sustainability Appraisal inadequate. These all need to be addressed and a Statement of Community Involvement need to be published.	n/a	All comments from previous stages of the Borough have been responded to by the Council and incorporated into the Borough Plan where appropriate. Noted. However, only a small proportion of the site is located within the EA identified flood zone. Any development proposals within the allocation will need to accord with other policies within the Plan (such as NB21 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. The Council acknowledges that additional infrastructure will be required to support new planned development, including the proposed allocation HSG1. Policy NB11 of the Borough Plan relates to 'Ensuring the Delivery of Infrastructure Provision' and makes clear that the provision of new infrastructure is a pre-requisite of development. This is supplemented by the Infrastructure Delivery Plan. The Plan is supported by an extensive evidence base, including Sustainability Appraisal, which have informed the spatial growth strategy. The spatial growth strategy is considered to be the most appropriate for the Borough when assessed against other reasonable alternatives.
1.0060	1.0060.1	Clive Wager	N/A	N/A	N/A	F	Entire Document	Sustainability Appraisal	No	No	No	No	N/A	The report is cursory and incomplete and the decisions are based on assumptions of appropriate mitigation which cannot be guaranteed. Also, the Statement of Community Involvement is not available on the council website.	N/A	The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Furthermore, a Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan
1.0060	1.0060.2	Clive Wager	N/A	N/A	N/A	F	Entire Document	Statement of Community Involvement	No	No	No	No	N/A	The Statement of Community Involvement is not available on the council website.	N/A	A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website www.nuneatonandbedworth.gov.uk/boroughplan
1.0060	1.0060.3	Clive Wager	N/A	N/A	N/A	F	Entire Document	Habitat Regulations Assessment	No	No	No	No	N/A	The HRA is not adequate.	N/A	The HRA has been carried out at every stage of the Borough Plan. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees.
1.0060	1.0060.4	Clive Wager	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	Plan does not meet soundness criteria. It does not meet the requirement for being sustainable development and infrastructure. Plan is not justified as no reasonable alternatives have been put forward. Plan does not correspond with policies within the NPPF relating to maintaining character. Greater protection needed of the woodlands area in which the Plan considers as a Park, the area should be protected according to the NPPF.	N/A	At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar photovoltaics and solar thermal, along with any future renewable or low carbon technology that may become more suitable for the Borough during the plan period. e) Ensure development makes links to cycling and walking networks to encourage green travel. All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the
1.0061	1.0061.1	Jackie Gray	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	Uses green belt land and appears to have omitted use of brownfield sites. No consideration of current traffic problems. No consideration of community facilities such as schools and doctors which is already a problem. Loss of good farm land. In adequate consultation - no meeting in Whitestone.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	**Name**	**Organisation**	**Name**	**Organisation**	**How did you find out about this Consultation? (A-R see key)**	**Policy number**	**Policies Map / Other document**	**Legally Compliant (yes / no)**	**Sound (yes / no)**	**Complies with Duty to Cooperate (yes / no)**	**Appearance at Examination (Yes/No)**	**Justification for Appearance at Examination**	**Summary of comment**	**Suggested Modifications**	**Officer response**
1.0062	1.0062.1	Damon Brown	N/A	N/A	N/A	P,Q,R	DS5 (NUN286)	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. The site is located in close proximity to a primary school which would give rise to a major health hazard. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The projected overspill of population from Coventry is based on false data in respect of students' migration. Further, the communication from the Council in relation to the Plan and specifically NUN286/NUN317 has been inadequate, with many residents finding out about the proposals from resident groups and MPs as opposed to from the Council. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support the assertion that a parcel meeting five of the greenbelt objectives is more deserving of staying in the greenbelt than a parcel which meets one of the purposes.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has,
1.0062	1.0062.2	Damon Brown	N/A	N/A	N/A	P,Q,R	DS5 (NUN317)	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. The site is located in close proximity to a primary school which would give rise to a major health hazard. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The projected overspill of population from Coventry is based on false data in respect of students' migration. Further, the communication from the Council in relation to the Plan and specifically NUN286/NUN317 has been inadequate, with many residents finding out about the proposals from resident groups and MPs as opposed to from the Council. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support the assertion that a parcel meeting five of the greenbelt objectives is more deserving of staying in the greenbelt than a parcel which meets one of the purposes.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in
1.0062	1.0062.3	Damon Brown	N/A	N/A	N/A	P,Q,R	HSG6	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council.	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. The site is located in close proximity to a primary school which would give rise to a major health hazard. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The projected overspill of population from Coventry is based on false data in respect of students' migration. Further, the communication from the Council in relation to the Plan and specifically HSG6 has been inadequate, with many residents finding out about the proposals from resident groups and MPs as opposed to from the Council. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support the assertion that a parcel meeting five of the greenbelt objectives is more deserving of staying in the greenbelt than a parcel which meets one of the purposes.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in
1.0062	1.0062.4	Damon Brown	N/A	N/A	N/A	R	EMP7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council.	Breaches the first of the 12 core planning principles outlined in para 17 of the NPPF. Further, the communication from the Council in relation to the Plan and specifically EMP7 has been inadequate, with many residents finding out about the proposals form resident groups and MPs as opposed to from the Council. The borough plan working party have no minutes for meetings held and decisions appear to have been made in advance. The response from is aimed at planning professionals and is not user friendly to the layman. In respect to EMP7 and the Green Belt, exceptional circumstances have not been demonstrated, given the existence of alternative employment land sites within Bedworth such as Bayton Road Industrial Estate (previous applications refused on traffic congestion grounds). However, building on the Green Belt within this allocation will increase commuting, noise, traffic and pollution. The use of the route from Goodyers Lane/Bowling Green Lane to Coventry Road/School Lane to access the M6 at junction 3 contradicts the councils record of refusing planning permission of Bayton Road.	There is nothing that the Council can do to make this allocation sound or justified.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic
1.0062	1.0062.5	Damon Brown	N/A	N/A	N/A	R	HSG4	Local Plan	No	No	No	Yes	Wish to speak on a number of aspects of the Borough Plan, including failure to communicate, failure to consult and HSG4	Breaches the first of the 12 core planning principles outlined in para 17 of the NPPF. Further, the communication from the Council in relation to the Plan and specifically HSG4 has been inadequate, with many residents finding out about the proposals from resident groups and MPs as opposed to from the Council. The borough plan working party have no minutes for meetings held and decisions appear to have been made in advance. The response from is aimed at planning professionals and is not user friendly to the layman. In respect to HSG4 and the Green Belt, a greenbelt extension to include Bedworth Woodlands was strongly supported by residents in 2013. Council officers claim, incorrectly, that the area does not meet the criteria for acceptance to the greenbelt. They have used criteria for creating new greenbelt as compared to addition to existing greenbelt. This allocation of 689 homes within Bedworth woodlands will increase commuting, noise, traffic and pollution and would give rise to health hazards. The allocation site has issues of flood risk, therefore the proposed building at HSG4 will result in flood risk to the Bedworth Woodlands Area.	N/A	The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict
1.0063	1.0063.1	Michele Kondakor	N/A	N/A	N/A	F,I,O	H3	Local Plan	No	No	No	Yes	N/A	The need to plan for addition sites for Gypsies and Travellers needs to be in conjunction with the Borough Plan not a separate document, so that everyone's needs are covered.	N/A	Policy H3 provides criteria for identifying suitable strategic sites through the Gypsy and Traveller Site Allocations Plan, as well as for determining planning applications in the interim period. The separate Allocations Plan allows further detailed analysis of the specific needs of Gypsies and Travellers to be considered and addressed through further policy and guidance.
1.0063	1.0063.10	Michele Kondakor	N/A	N/A	N/A	F,I,O	TC1	Local Plan	No	No	No	Yes	N/A	Concerned that the Town Centre requirements only seem to talk about office, retail/cafes, restaurants and bars. There should be a much wider mix of uses in Town Centres such as Leisure and Housing. This was raised in the 2009 issues and options consultation, however, there is nothing in the plan to tackle all these issues. The mechanism of delivery is a Town Centre Action Plan. This is what the Borough Plan should include. There is no connection between the Town Centre section and the Green Infrastructure objectives mentioned in policy NE1. Green infrastructure is important and should be central to the plan. Concerns noted regarding the concept of a Cafe Quarter in Nuneaton, as the town centre is not large enough to need a dedicated quarter. It would be more beneficial to other businesses to have cafes/ restaurants scattered around the centre.	N/A	Noted. The Borough Plan has made a commitment to improve its town centres in Policy TC2, the Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The policy allows for a mix of uses and sets out that 'Other retail uses (Use Classes A2-A5) will be permitted within the town centre where they do not undermine or adversely impact, either individually or cumulatively, the vitality, viability, character of the area and overall vision for the town centres.' This approach is in accordance with NPPF Para 23 includes that LPA's should 'define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations' and also 'It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.'
1.0063	1.0063.2	Michele Kondakor	N/A	N/A	N/A	F,I,O	Entire Plan	Local Plan	No	No	No	Yes	Would like the opportunity to more fully explain position and reasoning for comments	The results of previous consultations have not been properly taken into account. Disagreement on population numbers which does not in reality reflect the situation within the borough. The "so called evidence" is no longer up to date. Further, the communication and engagement with the Council in relation to the Plan has been inadequate, with limited timescales for the public to respond. Duty to cooperate has not been done in a meaningful way, it is unreasonable to loose greenbelt as a result of Coventry's overspill but retaining Coventry's greenbelt. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. There are more jobs in Coventry therefore the new Homes need to be provided in Coventry, to ensure that we do not increase the already substantial amount of commuters. Also, the Health Impact Assessment(2014) does not does not take into account major developments planned in Whitestone and Bulkington (HSG3,7,8,9). Therefore the assessment is inadequate.	N/A	The comments relating to the adequacy of public consultation is also noted. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms and consultation material has been made available in a range of formats over the course of the production of the Plan. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0063	1.0063.3	Michele Kondakor	N/A	N/A	N/A	F,I,O	DS7	Local Plan	No	No	No	Yes	N/A	13 of the Strategic sites for housing or employment are on the Green Belt which is unacceptable. Too much of the greenbelt is being removed, which shows the borough cannot accommodate the numbers proposed, especially the overspill from Coventry.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional
1.0063	1.0063.4	Michele Kondakor	N/A	N/A	N/A	F,I,O	Entire Document	Health Impact Assessment	No	No	No	Yes	N/A	Concern that the assessment has not been repeated since 2014, not taking into account the increase number of homes and employment land that will have a greater health impact that before. Many issues brought up in the 2014 HIA have not been carried into the policies. (Reference to paragraphs 6.2.5, 6.2.8, 6.3.16,6.4.21) It is recognised in Para 6.2.5 that the majority of Nuneaton and Bedworth residents commute outside of the borough for work to Coventry and the M6 (both south). The plans development is largely focussed to the north east which will result in potential implications for congestion and air quality. This poses health implications. It is also recommended in Para 6.2.8 that the phasing strategy include specific mention of the need for early establishment and master planning of sustainable transport infrastructure to link new urban and strategic site developments with the existing community, this is not in the Plan. The plan does not note the inclusion of reasonable proportion of affordable homes in Town Centre residential developments as per para 6.3.16. The plan has not identified a sustainable transport network "prior" to housing and employment development as per para 6.4.21. There is no evidence in the plan to suggest that pedestrians and cyclists are considered before other user groups with the infrastructure plan focusing on roads and pushing pedestrians and cyclists aside.	N/A	Through the evolution of the Borough Plan, the impact on health has been considered through the Heath Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications. All the housing policies (HSG 1-3) and allocations (HSG 1-11) scored well against the SA's social objectives. It is the Council's intention to bring forward a range and mix of housing tenures during the plan period to support the planning of high levels of economic growth. This is likely to contribute to reducing poverty (SA Objective 6), improving health (SA Objective 10), deprivation and social exclusion by virtue of improving access to housing (SA Objective 3) and employment opportunities, thereby delivering an equitable sharing of the benefits of prosperity. Employment activity can also have indirect positive effects on human health in the longer term. The HIA concludes that "getting people into employment is critically important in reducing inequalities in health". The development of the allocated employment sites will result in in-direct positive effects on promoting health lifestyles. Health is a theme that runs throughout the document. There is also a health specific policy Policy HS5 which requires that A Health Impact Assessment (HIA) will be required for all applications that also meet
1.0063	1.0063.5	Michele Kondakor	N/A	N/A	N/A	F,I,O	H1	Local Plan	No	No	No	Yes	N/A	I am concerned that there are no policies in the Plan that say a proportion of homes on any site should be bungalows aimed at older people despite acknowledging that the population of older people are rising rapidly. The policy states "as set out in policy TC3" that homes for older people should be located in close proximity to town centres and key services such as hospitals/public transport, yet there is no acknowledgement of this in the section on Town Centres. Question that the council will maintain a register of sites suitable for self and custom built housing as the council state that the suitability of the sites for development will not have been assessed - "Are they suitable or not?"	Should be an obligation to provide appropriate housing for older people on each site.	Policy H1 sets out the requirements for the range and mix of housing, including those for older people. The policy is informed by the SHMA, which assesses the full local housing need, based on statistical evidence and survey data, and makes informed recommendations about the required mix of all housing types, sizes and tenures. A range of factors that influence demand are all accounted for in the SHMA process. The SHMA is regularly updated to respond to such changes and to provide a current evidence base that informs decision-making related to housing and planning. Policy TC3 seeks to direct all new housing to sustainable locations, in accordance with the prescribed hierarchy, to ensure new developments are accessible to the services, amenities and facilities of district or local centres.
1.0063	1.0063.6	Michele Kondakor	N/A	N/A	N/A	F,I,O	Entire Plan	Local Plan	No	No	No	Yes	N/A	The plan does not include all housing sites within the borough. There are several non strategic sites with planning permission which make up 1000 homes (Land at Eastboro Way and several sites in Galley Common). The monitoring of records to assess 5 year land supply is inaccurate, as may sites under construction are recorded as not likely to be occupied within 5 year period, which is untrue. It states in para 1.2.6 of the plan that a Strategic Environmental Assessment(SEA) and Sustainability Appraisal(SA) has been taken "alongside" the borough plan. However, the SA is only dated in Jan 2017 and therefore not been taken alongside the development of the plan. Nuneaton's connection with the author George Eliot has not been capitalised within Policy EMP4, there are opportunities to create a great tourist attraction. Disappointing that George Eliot's name has also been spelt incorrectly in this section. All areas appear to say "will be developed on a phased basis over the plan period", they should be built out one site at a time as the need for housing arises.	N/A	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
1.0063	1.0063.7	Michele Kondakor	N/A	N/A	N/A	F,I,O	BE3	Local Plan	No	No	No	Yes	N/A	Concerns on para 12.39, homes are to be made adaptable for changing and unforeseen circumstances providing families/individuals with a choice to stay in their existing home reducing the burden of excessively high building costs to meet such needs or relocate - why then are only 35% made to this standard? There is no prediction of who will need future aids, therefore 65% will still need to move. All homes should be future proofed.	N/A	The policy is considered in accordance with the NPPF that states good design is indivisible from good planning and should contribute to making places better for people.
1.0063	1.0063.8	Michele Kondakor	N/A	N/A	N/A	F,I,O	Chapter 4 (Vision and Objectives)	Local Plan	No	No	No	Yes	N/A	Within Objective 7 para 4.8 c) the plan hopes to minimise the negative impact of development and make improvements "where possible" to air quality in Air Quality Management Areas. This should be essential not where possible. The HIA states that local polices need to address air pollution from transport and should therefore aim to go beyond current emission targets. However, the noise and air quality section in policy SA4 fails to mention air quality. The unforgivable omission must be urgently corrected. In the sustainability appraisal, the objectives do not mention air quality but air quality is mentioned later in the report. There is a claim that air pollutant levels have steadily increase, this is not true. Following a FOI regarding the NBBD air quality reports, there are doubts on the validity of the report as the original wording differs to the final report. The original wording stated that there is a worsening of concentrations whereas the final report states that the borough plan proposals will result in negligible changes. There is also concern on the validity of monitoring results with monitoring tubes in the Old Hinckley Road gyratory have been moved. Air quality and the pursuit of good air quality for all residents has been 'brushed under the carpet' by the plan.	N/A	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated.
1.0063	1.0063.9	Michele Kondakor	N/A	N/A	N/A	F,I,O	NE1	Local Plan	No	No	No	Yes	N/A	Within Policy NE1, there are objectives to restore the towns relationship with its river valley corridor landscapes, but there is nothing in the Town Centre plan to make this likely. There is an aim to create spaces for people in town centres and microclimates to adapt climate change in planting trees in the Town Centre and restoring strong landscape structure to development to the north of Nuneaton, however the current applications do not do this. There is inadequate green space and no wide green corridors linking all areas that already have planning permission. There is also an aim to create a linked network of signed strategic local greenway routes for walking, cycling and connecting the green network. The policy has worthy claims but is not realised in existing permissions. These aims should be given top priority as stated in the HIA. Further, strategic cycle network plans must not just be a 'consideration', it is absolutely essential given that the plan is assuming a 15% modal shift to non car based uses in policy HS2. In para 11.10, it states that an 8 metre easement within green corridors should be typically used and be included 'where possible' within proposals. This is 'essential', where possible is not good enough.	N/A	Noted. The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity.
1.0063	1.0063.10	Michele Kondakor	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	NO	No	No	Yes	N/A	See comments from 2015 . The Plan has not been positively prepared, is not justified, is not effective and is not consistent with National Policy. It does not take into consideration the responses of the previous Issues and Options Statement, especially with regard to housing numbers. There is not enough employment opportunities in the town to deal with the quantity of housing proposed. There are no methods of funding the infrastructure projects required - with a zero CIL rate for the residential developments in the Plan. The sustainability statement is not encouraging with most of the development in northern Nuneaton have already been given planning permission without the necessary mitigation improved. NB5 mentions that investment will be supported by SPG - this document should be available for consultation, the Town Centres Action Plan should also be available for commenting on as well as all other mentioned Supplementary Planning Documents or Guidance. There are too many parts to this Plan which are not evidence based. There is no statement in NB8 that designing Lifetime Homes will be a requirement rather than a desire. SHMA (2014) review states that 8440 homes are required in the Borough yet the Plan has used a non evidence based 10,040. Infrastructure will need to be improved before any further development takes place. The recent flooding in Cumbria show that flooding scenarios should be considered rather greater than once in 100 years. Table 16 shows deficiencies of open space and green infrastructure at all levels and yet the development is being proposed in green fields. New district centres will be required at HSG1 and HSG5 but there is no mention of how this	There needs to be much more detail of how changes are to be achieved. Most of the changes that I have seen mentioned are to be funded by developers so there is no certainty of any funding. The planning committee need definite rules otherwise they are powerless to refuse applications which do not fulfil criteria. Supplementary planning document needs to be available alongside this consultation for comment.	All comments from previous stages of the Borough have been responded to by the Council and incorporated into the Borough Plan where appropriate. NBBC consider that the Plan is in accordance with National Policy, as evidenced in the background papers provided. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. However, The Council is currently undertaking further work to update the Strategic Housing Land Availability Assessment using an agreed sub regional methodology to understand the total capacity of the Borough to accommodate additional housing needs from Coventry. The findings of this work may lead to the allocation of additional land to assist in meeting the needs of the Coventry and Warwickshire Housing Market Area. This will be the subject of a further round of focused consultation. The approach taken is for a balanced link between the amount of housing planned for and the amount of employment land that is allocated the economic land growth target. The approach also takes in to account the Sub-Regional Employment Land Study which recommends releasing land on a phased basis to assist with meeting Coventry and Warwickshire Strategic Economic Plan requirements. All SPGs are available on the Council's website. New developments will fund the infrastructure to support development through S106

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0064	1.0064.1	Michael Baker	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	Any new housing in the Green Belt should not be undertaken until "ALL" available brownfield sites have been utilised. No allowance should be made for "ANY" overspill from Coventry, estimated 2000 homes, on the little green belt we have left. How is the projected number of housing calculated and is current building taken into consideration? The borough has already more than enough industrial sites, many of which are not fully occupied. The borough cannot cater for any more heavy traffic. There is nothing specific in the plan regarding changes to infrastructure, roads, schools, shops and surgeries etc. The borough is not currently able to properly service the present amenities , how does it propose to finance and support additional ones? The plan, by our interpretation, seems "hell-bent on destroying what was once a semi-rural community and intends to make it soulless, squeezed together industrial complex"	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For
1.0065	1.0065.1	Chris Penn	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	The representation form format and wording imply a degree of legal and technical expertise and not generally available to concerned residents. Expressed concerns in relation to the impact of extra dwellings proposed in the HSG4 Woodlands and HSG5 Hospital Lane as well as employment areas. The proposed allocations will give rise to additional traffic and congestion, especially on Newtown Road which already suffers from high levels of traffic. Although, there is passing reference to Newtown Road in the plan, there are no details of the proposals. Indeed, the Strategic Transport Assessment is only a work in progress and there is no clear indication as to how or to what extent proposals will mitigate or reduce traffic volumes and congestion. There are also severe parking issues associated with the schools in the area, therefore more traffic will only exacerbate this problem. The plan sets out no details in how the increased demand will be met in relation to health service provision with the existing services are already struggling to cope. Vehemently opposed to this borough being expected to take the overflow of housing demand from Coventry.	N/A	It should be noted that the Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable.
1.0065	1.0065.2	Chris Penn	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	N/A	N/A	The representation from format and wording imply a degree of legal and technical expertise and not generally available to concerned residents. Expressed concerns in relation to the impact of extra dwellings proposed in the HSG4 Woodlands and HSG5 Hospital Lane as well as employment areas. The proposed allocations will give rise to additional traffic and congestion, especially on Newtown Road which already suffers from high levels of traffic. Although, there is passing reference to Newtown Road in the plan, there are no details of the proposals. Indeed, the Strategic Transport Assessment is only a work in progress and there is no clear indication as to how or to what extent proposals will mitigate or reduce traffic volumes and congestion. There are also severe parking issues associated with the schools in the area, therefore more traffic will only exacerbate this problem. The plan sets out no details in how the increased demand will be met in relation to health service provision with the existing services are already struggling to cope. Vehemently opposed to this borough being expected to take the overflow of housing demand from Coventry.	N/A	It should be noted that the Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0066	1.0066.1	Lynn Webster	N/A	N/A	N/A	N	HSG1	Local Plan	Yes	No	No	No	N/A	I do not object to housing being developed in the area but the disproportionate siting of 3331 properties do not meet the councils objectives. It is not viable or sustainable to build affordable housing in most expensive area of town and developer fail to provide a mix of dwellings. It will be "death knell" for the town centre will many people shopping in Hinckley, Tamworth and Leicester as they are more accessible that the town centre, threatening the economic objectives of the plan. There are already significant traffic congestion and siting another school on Highlane lane will increase congestion here, why not position new schools in Crowhill or Eastborough where they are needed. New developments will only increase car use and not attempt to get people walking or cycling.	Major improvements to the A5 and access routes into town need to happen before major building begins to stop gridlock on already congested roads such as building a new perimeter road helps traffic movement within the new estates but these then lead on to already significant problems A5/Higham Lane/ The longshot and ring road into town. Leverage needs to be put on developers to fund the rebuilding of Higham Lane. Flood Risk needs to be also mitigated in this area. Proper access to the railway station from Weddington terrace/ North Nuneaton would help reduce congestion. Residential use should be seen in the town centre not only retail, this can help revitalise the town centre. The old-co op building should be converted to apartments for first time buyers.	All the housing policies (HSG 1-3) and allocations (HSG 1-11) scored well against the SA's social objectives. It is the Council's intention to bring forward a range and mix of housing tenures during the plan period to support the planning of high levels of economic growth. This is likely to contribute to reducing poverty (SA Objective 6), improving health (SA Objective 10), deprivation and social exclusion by virtue of improving access to housing (SA Objective 3) and employment opportunities, thereby delivering an equitable sharing of the benefits of prosperity. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0067	1.0067.1	James Lee	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	The submitted Local Plan is unlawful, unsound and does not meet with the duty to cooperate because the council has not liaised or notified all small businesses in the area. Also, no noise of intended plans has been received by local businesses in Bayton Road/Blackhorse Lane regarding the additional traffic flow which will increase noise, traffic end pollution. It is noted that exceptional circumstances have not been demonstrated in accordance with case law and policy and the council does not have the support of local people. The Council have not visibly weighed the losses to the public, particularly the recreation, quality of life, natural environment, landscape and biodiversity amenities. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The Courts and the NPPF have qualified that the greenbelt does not have to be released to meet OAN where there are greenbelt constraints. The council have not fully considered the use of brown field land and redevelopment of existing sites.	There is nothing that the Council can do to make this allocation sound or justified.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The
1.0068	1.0068.1	Derek Charlton	N/A	N/A	N/A	N/A	Entire Document	Sustainability Appraisal	No	No	No	Yes	N/A	The Sustainability Appraisals report is not adequate. It is cursory and incomplete. The decisions are based on assumptions that appropriate mitigation would be in place, which is impossible to guarantee.	N/A	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
1.0068	1.0068.2	Derek Charlton	N/A	N/A	N/A	N/A	Entire Document	Statement of Community Involvement	No	No	No	Yes	N/A	There is no statement of community involvement to support the local plan. The Sustainability Appraisals Report states this document is required.	N/A	A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website.
1.0068	1.0068.3	Derek Charlton	N/A	N/A	N/A	N/A	Entire Document	Habitat Regulations Assessment	No	No	No	Yes	N/A	The HRA is not adequate. There is no mention of legally protected species being displaces, which would have to be the case if the plan went ahead.	N/A	The Council has commissioned an HRA at every stage of the Borough Plan process and has formed part of the previous consultation process. The NPPF states that Councils should plan positively to create, protect, enhance and manage networks of biodiversity. Policy NE3 accords with this requirement. Biodiversity offsetting forms part of the hierarchy and where potential to avoid, minimise and restore has been fully considered and is unavoidable, biodiversity offsetting will need to be applied. The NPPF para 118 and 152 outlines that where adequate mitigation measures are not possible, compensatory measures may be appropriate. It also includes that 'if significant harm resulting from a development cannot be avoided (though locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

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1.0068	1.0068.4	Derek Charlton	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	N/A	The plan is not sound and does not meet the requirement for being sustainable development. The plan is not justified, as no reasonable alternatives have been put forward. GL Heam's suggestion of 13374 houses is not deliverable. The Plan consistently goes against most policies found within the NPPF. The NPPF underlines that development should be sustainable and character must be maintained. The character of School Lane is that of a semi-rural part of the Bedworth/Exhall area and much of the area here would cease be rural in character. The intrinsic character and beauty of the countryside should be maintained.	N/A	At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar photovoltaics and solar thermal, along with any future renewable or low carbon technology that may become more suitable for the Borough during the plan period. e) Ensure development makes links to cycling and walking networks to encourage green travel. All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the
1.0068	1.0068.5	Derek Charlton	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	Yes	N/A	School Lane should remain within the greenbelt. No consultation took place prior to the 2015 consultation taking place, there should be a second Preferred Option stage but there was not. For this reason, the plan is not legally compliant. School Lane meets 4 of the 5 purposes of Green Belt as set out in the NPPF. It would 'check the sprawl of a built up area' as no green belt would exist between Exhall and Coventry, 'prevent neighbouring towns merging' seeing a merger between Bedworth/Exhall and Coventry, 'assist in safeguarding encroachment' and 'assist in urban regeneration by encouraging the recycling of land in the urban area'. It is also noted that there are no exceptional circumstances for removing the HSG6 site from the Green Belt. The allocation would heighten issues relating to traffic, road safety and air pollution with no mitigation or road infrastructure proposed within the plan. There are also issues of flood risk with a large no of oak trees on the HSG6 site creating a natural water defence, the loss of these trees in development of the site would increase flood risk here	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air
1.0068	1.0068.6	Derek Charlton	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	Yes	N/A	The inclusion of an employment site at Goodyers End would only add to congestion and heavy goods vehicle using School Lane with no mitigation or road infrastructure proposed within the plan. The combination of this allocation and HSG6 would lead to massive amounts of congestion as well as unacceptable levels of air pollution in the area surrounding School Lane.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
1.0069	1.0069.1	Kyle Evans	N/A	N/A	N/A	N	HSG4	Local Plan	No	No	No	Yes	Happy to speak at the examination, if the Government Inspector deems necessary.	Residents affected by the borough plan and HSG4 had not received a letter prior to the event. Drop in events for residents in Whitestone and St Nicholas were held on the same night as a Full council meeting, thus meaning Councillors representing those residents were not able to attend to give advice. The authority should have sent letters through courtesy. It is important that the Government inspectorate should know that not all residents were told about these events were they could seek advice, as such part the consultation has not been transparent for people of the borough. The allocation would heighten issues relating to traffic congestion with no mitigation or road infrastructure proposed within the plan. Extremely concerned by the risk of flooding at HSG4 as the allocation lies within the flood plain. The effects regarding flooding on the Woodlands have not just effected the woodlands but other areas in Bedworth such as Croft Pool and Exhall. The Woodlands residents have created an action group, that do not want development on this site and believe that the site should be kept in the green belt as unanimously voted by councillors in April 2012. In accordance with ministerial guidance, housing proposals such as HSG4 must have the support of local residents as this allocation is not supported by residents.	For transparency, a Statement of Community Involvement should be created and published.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the
1.0069	1.0069.2	Kyle Evans	N/A	N/A	N/A	N	HSG5	Local Plan	No	No	No	Yes	Happy to speak at the examination, if the Government Inspector deems necessary.	In accordance with ministerial guidance, housing proposals such as HSG5 must have the support of local residents. In the case of HSG5 and the majority of other areas in this Borough Plan, residents do not support proposals. The Hospital Lane area has its own action group which has been very active and vocal that residents do not support proposals at HSG5. I am concerned on the increased amount of traffic on Hospital Lane, as the area has existing traffic issues. The borough plan has not highlighted ways in which these issues could be resolved if development at HSG5 were to go ahead.	For transparency, a Statement of Community Involvement should be created and published.	The existing situation is noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
1.0069	1.0069.3	Kyle Evans	N/A	N/A	N/A	N	Entire Document	Sustainability Appraisal	No	No	No	Yes	Happy to speak at the examination, if the Government Inspector deems necessary.	I have reason to believe the Sustainability Appraisal Report was not written by a expert in the field, as such it would be important for an expert such as an Ecologist with a degree of knowledge in this field to complete the report. This questions the degree of validity in relation to development at HSG5.	N/A	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. With regard to HSG5, the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable.
1.0069	1.0069.4	Kyle Evans	N/A	N/A	N/A	N	HSG6	Local Plan	No	No	No	Yes	Happy to speak at the examination, if the Government Inspector deems necessary.	As the HSG6 site is close to the M6 motorway, residents of the development would have significant air pollution and noise impacts	For transparency, a Statement of Community Involvement should be created and published.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The planning
1.0070	1.0070.1	Kenneth Holton	N/A	N/A	N/A	B,I,M	Entire Plan	Local Plan	Yes	Yes	No	No	N/A	The plan is legally compliant and is probably sound. The plan is not consistent with duty to cooperate as it falls short of the Supreme Court verdict Dec 2014 relating to the giving of information and the test that the format and style should be what a "reason person would expect". Concern relating to accuracy and transparency of the information presented. Concern on the sudden appearance of Bulkington in the plan having not appeared in the previous plans, it has appeared now and purpose of allocation is merely the provision of housing and not any of the general objectives. This represents poor management, poor communication and lack of engagement with residents and presents the village as merely an opportunity to deliver a mandated housing requirement. Changes in the population of Bulkington, the effect on infrastructure and housing needs based on restoring the demographic are also concerns. There is nothing in the plan about improving the sustainability of the village attracting employment opportunities. The borough plan only sees the future of Bulkington as dormitory accommodation. The focus is all wrong. The focus is on complying with regulation and not helping the community. It also doesn't reason why Coventry can't deliver on its own green fields. The representation form is unacceptable, needs to be on a level the public understand.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0070	1.0070.2	Kenneth Holton	N/A	N/A	N/A	B,I,M	DS4	Local Plan	Yes	Yes	No	No	N/A	The justification for the projections quoted the plan relating to DS4 are opaque, non-existent and unjustified. The fact that these have varied so much is evidence of the lack of rigour in this approach. The employment trajectory is particularly difficult to justify since it depends on restoration of employment growth which was historically represented by activities that no longer exist. There is no evidence and this is based on assumption.	N/A	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of the NPPF.
1.0071	1.0071.1	Ashok Chouham	N/A	N/A	N/A	N	EMP7	Local Plan	No	No	No	No	N/A	Character of the land would be irreversibly eroded. Green Belt land should only be developed in exceptional cases, economic growth is not in itself and 'exceptional case'. Brownfield land should be used before even considering Green Belt. Greenbelts primary purpose is to prevent urban sprawl. Development of this allocation would comprise adverse effect on residential amenity of neighbours by way of noise, disturbance, overlooking, loss of privacy and overshadowing. Concerns are expressed over design, unacceptable high density and over development of the site which will result in visual impact. Also, the effect of character of the neighbourhood in overbearing, out of scale and out of character development is also an issue. The development would also affect highways safety and the convenience of road users.	N/A	The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt or towards locations beyond the outer Green Belt boundary. The
1.0072	1.0072.1	Zoe Jewitt	N/A	N/A	N/A	D,O,Q	HSG5	Local Plan	No	No	No	Yes	Oral appearance is requested for local residents because of the plans impact on Bedworth	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The plan has justified no reasonable alternatives. The NPPF underlines that development should be sustainable and character must be maintained. The character of School Lane is that of a semi-rural part of the Bedworth/Exhall area and much of the area here would cease be rural in character. The intrinsic character and beauty of the countryside should be maintained. Flood Risk is also an issue within HSG5. Further, the roads are not suitable for increased volumes of traffic which will as a result increase pollution levels for residents.	2011 figures are still being used as evidence which are two iterations behind where the plan stands today, the statistics are not only out of date but also inaccurate as to the requirements of the plan.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing
1.0072	1.0072.2	Zoe Jewitt	N/A	N/A	N/A	D,O,Q	Entire Document	Sustainability Appraisal	No	No	No	Yes	Oral appearance is requested for local residents because of the plans impact on Bedworth	The Sustainability Appraisals report is not adequate.	N/A	The Sustainability Appraisal has be carried out independently by consultants. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees.
1.0072	1.0072.3	Zoe Jewitt	N/A	N/A	N/A	D,O,Q	Entire Document	Statement of Community Involvement	No	No	No	Yes	Oral appearance is requested for local residents because of the plans impact on Bedworth	There is no Statement of Community Involvement to support the local plan. The Sustainability Appraisals Report states this document is required.	N/A	A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website.
1.0072	1.0072.4	Zoe Jewitt	N/A	N/A	N/A	D,O,Q	Entire Document	Habitat Regulations Assessment	No	No	No	Yes	Oral appearance is requested for local residents because of the plans impact on Bedworth	The HRA does not specifically mention Hospital Lane an area which is home to at least two protected species under the habitats directive 2943EEC, it also does not mention the woodlands. The assessment needs to be properly researched so a comprehensive assessment can be done.	N/A	The HRA concluded that the Borough Plan will have no likely significant effects on the Ensor's Pool SAC, River Mease SAC or any other Natura 2000 sites designated under the requirements of the Habitats Directive. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. Further, the majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
1.0073	1.0073.1	Andrew George	N/A	N/A	N/A	E,O,Q	HSG5	Local Plan	No	No	No	Yes	Oral appearance is requested for local residents because of the plans impact on Bedworth	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The plan has justified no reasonable alternatives. The NPPF underlines that development should be sustainable and character must be maintained. The character of School Lane is that of a semi-rural part of the Bedworth/Exhall area and much of the area here would cease be rural in character. The intrinsic character and beauty of the countryside should be maintained. Flood Risk is also an issue within HSG5. Further, the roads are not suitable for increased volumes of traffic which will as a result increase pollution levels for residents.	2011 figures are still being used as evidence which are two iterations behind where the plan stands today, the statistics are not only out of date but also inaccurate as to the requirements of the plan.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing
1.0073	1.0073.2	Andrew George	N/A	N/A	N/A	E,O,Q	Entire Document	Sustainability Appraisal	No	No	No	Yes	Oral appearance is requested for local residents because of the plans impact on Bedworth	The Sustainability Appraisals report is not adequate.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees.
1.0073	1.0073.3	Andrew George	N/A	N/A	N/A	E,O,Q	Entire Document	Statement of Community Involvement	No	No	No	Yes	Oral appearance is requested for local residents because	There is no Statement of Community Involvement to support the local	N/A	A Statement of Community Involvement (SCI) was
1.0073	1.0073.4	Andrew George	N/A	N/A	N/A	E,O,Q	Entire Document	Habitat Regulations Assessment	No	No	No	Yes	Oral appearance is requested for local residents because of the plans impact on Bedworth	The HRA does not specifically mention Hospital Lane an area which is home to at least two protected species under the habitats directive 2943EEC, it also does not mention the woodlands. The assessment needs to be properly researched so a comprehensive assessment can be done.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. Further, the majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
1.0074	1.0074.1	Denise Lovick	N/A	N/A	N/A	D,Q	EMP7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	The Council has not liaised with small businesses in the area, no local plans have been received by any local business in Bayton Road or Blackhorse Lane. Exceptional Circumstances have not been demonstrated in accordance with case law and policy. A further increase in industrial traffic in and around Bedworth will result in increase commuting times, traffic, noise and pollution. The Council does not have the support of the local people as required by ministerial guidance. Further, the Council has not given sufficient weight to the loss of bio-diversity, the damage to recreation, leisure, education, ecosystems, landscape and health. Further, Brexit is likely to have a significant impact on anticipated population growth and does therefore not require to take the overspill from the Duty to Cooperate. The Council have not adequately considered the requirement for infrastructural improvements required to cope with such a development. Further, the NPPF does not require the OAN to be met.	There is nothing that the Council can do to make this proposed allocation legal or sound.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0075	1.0075.1	Reginald Lovick	spruce	N/A	N/A	E,Q	EMP7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	The Council has not liaised with small businesses in the area, no local plans have been received by any local business in Bayton Road or Blackhorse Lane. Exceptional Circumstances have not been demonstrated in accordance with case law and policy. A further increase in industrial traffic in and around Bedworth will result in increase commuting times, traffic, noise and pollution. The Council does not have the support of the local people as required by ministerial guidance. Further, the Council has not given sufficient weight to the loss of bio-diversity, the damage to recreation, leisure, education, ecosystems, landscape and health. Further, Brexit is likely to have a significant impact on anticipated population growth and does therefore not require to take the overspill from the Duty to Cooperate. The Council have not adequately considered the requirement for infrastructural improvements required to cope with such a development. Further, the NPPF does not require the OAN to be met.	There is nothing that the Council can do to make this proposed allocation legal or sound.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The
1.0075	1.0075.2	Reginald Lovick	N/A	N/A	N/A	E,Q	HSG6	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support that the assertion of a parcel of land meeting five of the objectives is more deserving to stay in the greenbelt than a parcel which only meets one of the purposes.	There is nothing that the Council can do to make this proposed allocation legal or sound. Although, a modification which protects the trees on site as natural flood defences would be a step towards making the plan sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs.
1.0076	1.0076.1	Mark Lovick	N/A	N/A	N/A	D,Q	EMP7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	The Council has not liaised with small businesses in the area, no local plans have been received by any local business in Bayton Road or Blackhorse Lane. Exceptional Circumstances have not been demonstrated in accordance with case law and policy. A further increase in industrial traffic in and around Bedworth will result in increase commuting times, traffic, noise and pollution. The Council does not have the support of the local people as required by ministerial guidance. Further, the Council has not given sufficient weight to the loss of bio-diversity, the damage to recreation, leisure, education, ecosystems, landscape and health. Further, Brexit is likely to have a significant impact on anticipated population growth and does therefore not require to take the overspill from the Duty to Cooperate. The Council have not adequately considered the requirement for infrastructural improvements required to cope with such a development. Further, the NPPF does not require the OAN to be met.	There is nothing that the Council can do to make this proposed allocation legal or sound.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The
1.0076	1.0076.2	Mark Lovick	N/A	N/A	N/A	D,Q	HSG6	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support that the assertion of a parcel of land meeting five of the objectives is more deserving to stay in the greenbelt than a parcel which only meets one of the purposes.	There is nothing that the Council can do to make this proposed allocation legal or sound. Although, a modification which protects the trees on site as natural flood defences would be a step towards making the plan sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs.
1.0077	1.0077.1	Steven Young	N/A	N/A	N/A	R - Friend	HSG6	Local Plan	No	No	No	Yes	The issues involved are far too complex to cover within a short submission. I would welcome the chance to put my case before an independent planner.	The Borough Plan has not demonstrated that by including HSG6 as development land it will meet its obligations as set out in the NPPF Chapter 9 section 80. Further in the Joint Green Belt study 2015, the parcel of land has very little mention and seems to not be identified as greenbelt. As HSG6 is the last ribbon of Green Belt between Coventry to the south and Bedworth to the north, I would have expected it to have some mention.	To make the Plan legally compliant, sound and justified, the area known as HSG6 should remain in the green belt. Although, it would score low on the points system in the joint green belt study, it is the last remaining green area between Coventry and Bedworth and the land clearly meets the first two objectives laid out in the NPPF Chapter 9 section 80. Once this land is breached there would be continuous urban sprawl between Bedworth and Coventry. HSG6 was included in the green belt due to strong campaigning in 1970 and was seen at that time as the last buffer between these areas. Weighing all arguments for and against it would appear that apart from changing to a scoring system little else has changed since that time.	Noted. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0078	1.0078.1	Sarah Lapsley	N/A	N/A	N/A	O	HSG9	Local Plan	Yes	No	Yes	No	N/A	The Local Plan is not sound. The plan has not been positively prepared as the allocation of the site HSG9 can not be deemed to be sustainable and therefore conflicts with this principle of soundness. It is considered that the plan is not justified as it is not the most appropriate strategy. There are reasonable alternatives to the allocation of the HSG9 site and the evidence used to remove this site from the green belt is not proportionate. The plan would not be consistent with national policy as the allocation of HSG9 would be entirely in consistent with the aims of the green belt and would not constitute sustainable development. 621 dwellings would not sit comfortably within this site and would require significant levels of high density development which would be in conflict with the character of the area. The nearby allocation at HSG10 is of the same site area yet only deemed suitable for 360 dwellings which illustrates inconsistency. HSG10 us a natural extension with outline permission already granted for 321 dwellings. Although HSG9 has significant constraints such as electricity pylons, a Grade II Listed farmhouse on site and is in a unsustainable location and access to the site is contested.	To make the plan sound HSG9 should be removed from the borough plan and not allocated for residential development. Other allocations should be extended such as allocation HSG1 and HSG2. Allocation HSG1, could be extended further to the north to accommodate further development without significantly impacting the heritage asset of Watling Street. It is considered that a more efficient use of the Site would allow for allocation of an additional 300 units without detrimentally impacting the features of the site. Site HSG2, could be reasonably extended south without contradicting the principles of the greenbelt. It is anticipated that this site could accommodate an additional 200-300 dwellings and relate well with development to the east and link to employment uses to the south.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. NBBC have carefully considered its ability to assist with the provision of any further development sites to contribute to the needs of Coventry City Council, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet
1.0079	1.0079.1	Lesley Hill	N/A	N/A	N/A	N/A	HSG7	Local Plan	No	No	No	No	N/A	The plan needs to include the provision for increased funding for the CCG to provide health services for the increased population expected with two developments in the area, together with increase GP provision.	The plan needs to include the provision for increased funding for the CCG to provide health services for the increased population expected with two developments in the area, together with increase GP provision.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
1.0079	1.0079.2	Lesley Hill	N/A	N/A	N/A	N/A	HSG8	Local Plan	No	No	No	No	N/A	The plan needs to include the provision for increased funding for the CCG to provide health services for the increased population expected with two developments in the area, together with increase GP provision.	The plan needs to include the provision for increased funding for the CCG to provide health services for the increased population expected with two developments in the area, together with increase GP provision.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0080	1.0080.1	Richard Dobson	N/A	N/A	N/A	A,D,O	EMP7	Local Plan	No	No	No	No	N/A	I consider the Plan to be unsound as it is not justified to reallocate this green belt land for industrial use. It is totally out of place and unnecessary to ruin the semi-rural nature of the area with the huge industrial site planned at EMP7. Saddened to see the council destroy the fields which are popular with walkers and dog walking. The council should be protecting the few precious green spaces to benefit the community not planning to deprive them of green belt land.	Any future necessary industrial growth should be kept to unused ex industrial/quarrying/mining locations in the area or land adjoining current industrial sites such as Bermuda.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation.
1.0081	1.0081.1	Ken Key	N/A	N/A	N/A	I,K,L,N	HSG1	Local Plan	No	No	No	No	N/A	I don't believe we need 3300 new homes in this immediate area, as there are already several large housing developments on the north side of Nuneaton adding up to 1100 houses. Where is the evidence to suggest the population will increase sufficiently to take up all these new homes? Where are the new employment opportunities coming from to complement these new homes? Secondly, why are brownfield sites in other locations in the borough being ignored by developers? If this policy continues we are heading towards Nuneaton becomes urban sprawl, like the US where there are no, or very lazy or corrupt planning controls. Why does the plan not include the 330 houses to be built on the junction of Eastborough way, what other housing sites are 'missed' from the plan? Also, there are practical considerations such as increased traffic congestion and flood risk at the Long Shoot. The megabyte download of the borough plan documentation was frustrating, people don't have the time to wade through it all. Also, the representation form is complicated and restrictive.	N/A	The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for
1.0082	1.0082.1	Sarah Munn	N/A	N/A	N/A	O	EMP7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to demonstrate the lack of consultation by the local council to the people of Ash Green.	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements. There is nothing in case law to support five point objective green belt assessment. The building of this industrial estate will back onto peoples homes in Goodyers End Lane and a primary school on Bowling Green Lane. The implications of damage to health and disturbing the education of pupils is self evident. This destruction will change forever the nature of the area and disappear into the sprawl of Coventry and Bedworth, something which green belt is meant to prevent.	There is nothing that the Council can do to make this proposed allocation legal or sound because they want to use green belt land where no exceptional circumstance exists.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was
1.0083	1.0083.1	Stuart Vickers	N/A	N/A	N/A	O	HSG6	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan	Opposition to the Councils plan due to the proposal to build on Green Belt land and inadequate infrastructure improvements that are suggested to cope with such as plan for increased volume of housing also School Lane. In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. There is nothing in case law to support "counting tick boxes" in determining whether parcels of land should or should not remain within the Green Belt. The NPPF also states that OAN does not always need to be met in full. The HSG6 allocation would see a considerably increased volume of traffic present dangers to motorists and pedestrians with insufficient infrastructure proposals in the plan. There will also be an increase in the demand of school places and health services which will impact existing residents.	There is nothing that the Council can do to make this proposed allocation legal or sound. This could only serve to bring about the loss of identity ad rural status for Bedworth, to build on this land would mean the removal of a great number of large trees, thereby affecting the local natural habitats and ecology significantly. The council needs to consider the implication of this proposed plan on local roads and infrastructure needs.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs.
1.0084	1.0084.1	Ann Davis	N/A	N/A	N/A	G	HSG3	Local Plan	No	No	No	No	N/A	The Plan uses green belt and appears to ignore brown field sites whilst current chronic traffic congestion in the Whitestone/Attleborough area is ignored. There is also no consideration of required services such as required services such as schools and doctors which are already an issue. There is excessive housing development in the town compared to other areas in Warwickshire. The council undertook inadequate consultation with no public meeting in Whitestone.	Given that one of the reasons for so many houses being planned is to take some of Coventry's required housing need , why isn't land between Nuneaton and Coventry considered? Why build massive housing estates on the fartherested site of the town from Coventry, forcing more traffic on roads that already can't cope?	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0084	1.0084.2	Ann Davis	N/A	N/A	N/A	G	HSG9	Local Plan	No	No	No	No	N/A	The Plan uses green belt and appears to ignore brown field sites whilst current chronic traffic congestion in the Whitestone/Attenborough area is ignored. There is also no consideration of required services such as required services such as schools and doctors which are already an issue. There is excessive housing development in the town compared to other areas in Warwickshire. The council undertook inadequate consultation with no public meeting in Whitestone.	Given that one of the reasons for so many houses being planned is to take some of Coventry's required housing need , why isn't land between Nuneaton and Coventry considered? Why build massive housing estates on the fartherested site of the town from Coventry, forcing more traffic on roads that already can't cope?	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the
1.0084	1.0084.3	Ann Davis	N/A	N/A	N/A	G	HSG10	Local Plan	No	No	No	No	N/A	The Plan uses green belt and appears to ignore brown field sites whilst current chronic traffic congestion in the Whitestone/Attleborough area is ignored. There is also no consideration of required services such as required services such as schools and doctors which are already an issue. There is excessive housing development in the town compared to other areas in Warwickshire. The council undertook inadequate consultation with no public meeting in Whitestone.	Given that one of the reasons for so many houses being planned is to take some of Coventry's required housing need , why isn't land between Nuneaton and Coventry considered? Why build massive housing estates on the fartherested site of the town from Coventry, forcing more traffic on roads that already can't cope?	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
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1.0085	1.0085.1	John Frogley	N/A	N/A	N/A	N/A	HSG1	Local Plan	Yes	No	No	Yes	If there is any need to explain/detail my objections to the inspector	The Plans fail the test of soundness in that a number of permissions within the designated HSG1 area have already been given permission and are being implemented. This makes the process of consultation in this area meaningless as there is nothing to discuss. If the rest of the area was not allocated, it is not clear from the plan if the current permissions are sustainable in highway provisions, open space, school spaces or be provided from the requirements of the infrastructure delivery plan. The approvals also include 2 further areas outside the area bringing a total to around 4000 dwellings. It is not clear if the impact of these areas have been fully assessed and integrated in the community.	This plan should not allocate the remainder of HSG1. The proposal of some 3331 houses is far and away the largest housing allocation, ad is over 30% of the total allocation of some 9403 dwellings. It uses up virtually all the open land north of the borough, it should be more evenly dispersed throughout the borough. The area has a road system that is already near capacity with already some nine permissions granted in the area including two outside HSG1. I can see no discernible benefits from policy HSG1. The proposed Northern Perimeter Road will link already considerably congested roads in Long Shoot to Higham Lane through to Weddington Road. The plan is silent about the benefits these developments will bring to the area, what infrastructure that will bring and whether the 2 permissions outside the proposed HSG1 have been included within the impact assessment. There are adequate schools, shopping, open space and community halls, improvements are needed to existing facilities. Bedworth and areas to the north west are best placed for meeting the plans housing requirements. Also, the borough has little ability outside the green belt to cater for its future growth beyond 2031 and therefore should take as strong a approach to resist continuing to absorb Coventry's overspill housing.	The Council has a duty to assist in meeting the objectively assessed housing need of the wider Coventry and Warwickshire Housing Market Area (HMA). The allocation HSG1 helps to meet this housing need. Not all of HSG1 currently has planning permission, therefore, the Council are still consulting on the allocation as a whole. In the planning applications process the Council consults a range of statutory consultees (see Appendix F of the Statement of Community Involvement) along with additional organisations which it is advised to consult, as set out in the Town and Country Planning (Development Management Procedure Order) (England) (2010). The nature and location of a particular proposal will be used to determine who is consulted on what application. Consultees will feedback on the planning, for example, Warwickshire County Council, as the Highways Authority will advise whether a development is acceptable in transport terms and if any transport mitigation is required.
1.0086	1.0086.1	Wilf Smith	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	Absolute disagreement to build houses at the end of Golf Drive. Congestion already exists at Golf Drive/Lutterworth road island and ay extra traffic in this area would only make the situation worse. Additional facilities such as schools and medical facilities would be needed for the additional residents. Shakespeare Drive/Wentworth Drive is now used as a 'rat run' and it is chaotic and disturbing at certain times of the day. Extra houses and traffic would change the area in a detrimental way.	If houses are essential on the east side then there should be extra access roads via Bramcote and up to the A5 to relieve congestion.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning
1.0087	no rep for this reference															
1.0088	1.0088.1	H Bowen	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	The representation form is like a legal document and many residents would have difficulty reading it and would not use it no matter how they wished to object. I object to the proposed plan to build houses on farmland adjacent to Golf Drive and the golf course. With the imminent exit from the EU we will need all our farmland to feed our population. It is proposed to demolish farmhouse and the associated buildings. The proposed houses will be a distance from Whitestone facilities i.e. schools, shops, doctors. This will cause an increased traffic flow along Golf Drive. With 3 possible access points to the proposed estate, this would make rabbit runs of the existing roads. Nuneaton is already a dormitory area for employment in distant locations, why should be cope with Coventry overspill?	Is this possibly a move to include Golf Drive in bypass scheme? Slip road access onto the M69 from the Lutterworth Road would be an easier possibility, something for the county council to consider.	Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a
1.0089	1.0089.1	Julie Boyd	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	The plan in its current form proposes to build homes and industrial sites on predominantly green belt and greenfield land. Government policy and the NPPF is clear that development is not permitted on green belt unless there are exceptional circumstances. There are several brownfield sites in Nuneaton and Bedworth and developers should be forced to develop on brownfield sites first before green belt and green field sites. The Borough Plan will not improve sustainability as it will not increase tourism, the town centre will not be enticing, it will not improve biodiversity (in fact have a negative impact), it will result in loss of habitat and productive soils, whilst increasing flooding and pollution of canals/waterways. The Borough Plan is contrary to government policy and the NPPF, is not sustainable , will not enhance the town centres and will impact on the visual amenity and character for future generations.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to
1.0089	1.0089.2	Julie Boyd	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	In terms of building in Gipsy Lane, there is photographic evidence of flooding on Gipsy Lane year after year. Building on agricultural land will exacerbate the incidents of flooding. The roads will also not be able to cope with the additional volume of traffic. Even if a traffic control system was put in place this would not prevent long queues of traffic and would lead to gridlock of traffic at peak times.	N/A	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0090	1.0090.1	Elizabeth Buckingham	N/A	N/A	N/A	B,F	Entire Plan	Local Plan	No	No	No	No	N/A	It fails to represent social, economic and environmental factors with	N/A	The Borough Plan has taken into account all necessary
1.0091	1.0091.1	Rosemary Little	N/A	N/A	N/A	D	DS5 (NUN286)	Local Plan	No	No	No	No	N/A	I object to more houses being built on green belt at Burbages Lane. Four schools are situated nearby and the traffic would lead to congestion.	Many children have disabilities so safety would be important for them in crossing roads, therefore more zebra crossings are needed.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0091	1.0091.2	Rosemary Little	N/A	N/A	N/A	D	DS5 (NUN317)	Local Plan	No	No	No	No	N/A	I object to more houses being built on green belt at Burbages Lane. Four schools are situated nearby and the traffic would lead to congestion.	Many children have disabilities so safety would be important for them in crossing roads, therefore more zebra crossings are needed.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.

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1.0091	1.0091.3	Rosemary Little	N/A	N/A	N/A	D	EMP7	Local Plan	No	No	No	No	N/A	I object to the industrial estate being built on green belt at Bowling Green Lane, causing more air pollution and more traffic on the roads. With a school near by Goodyers end, traffic would be horrendous and not very safe for children to cross the roads.	The green belt should be left alone for everyone to enjoy green spaces as sports and recreation play areas for the youngsters.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0092	1.0092.1	Martin & Sue Burdett	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	There has not been enough time for the people affected by this development to react, no body received a letter from the council until after the first consultation meeting at Newdigate School. The roads in the area are not good or wide enough to cope with an extra 1-2 thousand vehicles a day. Newtown Road, Smorrall lane and Wheelwright Lane have tailbacks as it is now. This is some of the best agricultural land in the County (grade 3). The land is often boggy and flooded, with heavy rainfall causing the 12 inch pipe to block frequently. 400 houses on this Green Belt farmland is a recipe for disaster, there will be no land for the water to soak into, only to run off downhill into peoples homes and property. The Doctors surgery at Goodyers End Lane and George Eliot Hospital is currently struggling to cope. There are also a number of different species gradually coming back into the area which will be lost forever including owls, woodpeckers, pheasants, partridges, goldcrests, finches, blackbird, thrushes and pipistrelle bats. Other issues which would occur include depreciation in property values, rises in property and car insurance. Why are new industrial units proposed on greenfield land when there are empty units in Bayton Road? The Chairman of Nicholas Chamberlain Trust has no legal right to sell land as it is not his to do so, it belongs to the people of Bedworth and should be challenged in a court of law.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
1.0093	1.0093.1	Marsua Button	N/A	N/A	N/A	Q	Entire Plan	Local Plan	No	No	No	No	N/A	The Borough Plan uses green belt land as opposite to brownfield sites. There has been no consideration of environmental or recreational issues, community facilities such as schools and doctors etc. and current traffic problems. There has been inadequate consultation carried out by the council.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to
1.0094	1.0094.1	John Carolan	N/A	N/A	N/A	O,Q	Entire Plan	Local Plan	No	No	No	Yes	I don't trust the councillors/planning departments to view this as per their voting population.	Duty to cooperate with population of Bedworth means the plan is not acceptable to the voters. I certainly do not profit from this plan. My property will devalue, current traffic issues at Bayton Road will increase threefold, which will increase the travel time to Bedworth town centre. School lane and Bowling Green Lane are country lanes already overloaded with traffic. I do not agree with a wholesale increase of population as the current birth-rate merits only approx. 3000 dwellings by 2030.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the
1.0095	1.0095.1	Andrew Turner	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration for current traffic problems. The plan seems to be overloading Nuneaton.	Development around the A444 area would work better for road access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and
1.0096	1.0096.1	M. Cassealy	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	The plan to build 621 houses on arable land and travellers camp near consecrated land is quite unbelievable. Think of how many cars will congest this area, with already overcrowded roads. Traffic comes thorough the Town from Coventry when problems close the M6 all traffic diverts through Nuneaton. I hope you think again and plan with more care.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0097	1.0097.1	P. Christofolou	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	We object to the inclusion of Leyburn Close as one of 5 road links to the development of housing at HSG9. Leyburn close is a cul-de-sac of 13 homes accessed by a road of 5.1 metres width with no pavements or verges. The development land immediately adjacent to Leyburn Close has been deemed to be of high flood risk. Our knowledge is that the frequency with which this land floods is far greater than once in every thirty years as indicated within the document. We wish to raise and seek answers to the following: What is meant by secondary access? What is the purpose of access through Leyburn Close? Why is it deemed necessary to have 5 access roads to this development? What alterations would be required to Leyburn Close for it to meet Highway Agency standards for its intended purpose? What flood defences would have to be put in place to prevent increased risk of properties in the close?	N/A	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development
1.0098	no rep for this reference															

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1.0099	1.0099.1	Thomas Clarke	N/A	N/A	N/A	F,G	Entire Plan	Local Plan	No	No	No	No	N/A	Do not support the use of green belt land, the council should use the brownfield sites first. The Borough Plan proposals would comprise traffic problems, environmental/recreational issues (dog walking) and loss of farmland. There would also be lack of community facilities i.e. schools, clinics, doctors . Also, the council held no meetings in Whitestone within consultation.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
1.0100	1.0100.1	Eileen Clay	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	The proposed development will have a serious impact on the village of Bulkington. The allocation shows no compliance to Green Belt policy (DS1,DS2,DS3,DS5,DS6,DS9) In this case there are no exceptional circumstances to justify granting permission. The proposal would constitute an undesirable development into the countryside/Green Belt a would thereby detract from the pleasant character and appearance of this attractive rural area. The proposal shows massive detriment to the local Green Belt and is in total disregard and non compliance to the greenbelt designation, green belt development, village envelope settlements and new dwellings within the green belt. The proposals would have an impact to village life. Bulkington is a village not a town the proposal outlined will change that status. The land will become Coventry overspill meaning detriment to all. The design of the proposed development does not afford adequate privacy for the occupants of the building or of adjacent residential properties. I have also concerns in regards to the impact of the proposed development on surrounding properties in terms of drainage and ground stability. The proposal contravenes NPPF policy in respect to preservation of the green belt.	New research published by Campaign to Protect Rural England (CPRE) shows that suitable brownfield sites across England can provide 1.1 - 1.4 million new homes. Study of 53 pilot brownfield registers from 53 councils produced a figure of 273,000 higher than the governments estimates of countrywide brownfield housing capacity, almost enough for the participating councils to meet their five year housing targets within releasing any countryside for development. National policies should ensure brownfield development is prioritised over greenfield development. This should include brownfield registers around the country and instruction for councils to refuse permission for greenfield sites where they could compete with the development of nearby brownfield land.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0101	1.0101.2	G E Cliffe	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	The Borough Plans housing targets are considerably over estimated. I	N/A	Policies DS2 and DS5 direct development to existing
1.0101	1.0101.3	G E Cliffe	N/A	N/A	N/A	N/A	DS5 (NUN181)	Local Plan	No	No	No	No	N/A	I do not agree that any more green spaces in Hawkesbury should be used for building purposes a lot have already been lost in recent years, The volume of traffic on the main roads, makes exit and entry to Blackhorse Road very difficult. Any building in School Lane will exacerbate this. This will get worse of train services increase. The alternative route via Grange Road towards Coventry is also a bottle neck at school peak times.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
1.0101	1.0101.4	G E Cliffe	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	I oppose to any building at Gipsy Lane. The volume of traffic on the main roads, makes exit and entry onto Gipsy Lane very difficult especially at school peak times which would increase with new developments causing more delays and more risk to pedestrians. The fields alongside Gipsy Lane are frequently flooded after heavy rain. The road is not suitable for additional traffic and mature hedgerows and trees together with wildlife should not be destroyed for unnecessary buildings. More buildings would spoil the environment and quality of life of residents significantly.	N/A	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the
1.0102	1.0102.1	Samantha Arnold	N/A	N/A	N/A	R - Neighbour	HSG6	Local Plan	No	No	No	Yes	I feel passionately about the proposed changes and feel I can demonstrate my points clearly and strongly face to face.	School Lane is a green belt area and should remain so. There is localised flooding when there is heavy rainfall. There is significant wildlife in the area which should be protected. There is no local development scheme in place, there are several assumptions made in reports and it is impossible to guarantee that mitigations are put in place. The traffic has already increased significantly in recent years with a huge increase on HGV vehicles using the routes on School Lane and Church Lane, the existing road network cannot cope. The increase in traffic problems would pose a health risk. There has been a complete lack of consultation verging on criminal by the council as I have received no notification from the council whatsoever on the Borough Plan, and heard about the plan from a neighbour, which is ridiculous seeing as I am located 40 metres from the industrial estate.	There is no need for Coventry overspill on houses, if they are considering students it is impossible to determine that they will stay after their studies. There is a massive amount of investment and thousands more students accommodation already being put in place leaving the UK, therefore making the housing requirement level massively less than the council is claiming. There is not the road network in place to support industrial estates, there have already been fatalities on Church Lane. There has been a complete lack of consultation verging on criminal by the council.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air
1.0103	1.0103.1	Samantha Varney	N/A	N/A	N/A	G	HSG2	Local Plan	No	No	No	Yes	I think being heard in person may be more effective when communicating how devastating this would be and we may have more chance of being listened too. I know there is a lot of bad feeling in the borough from past building on the greenbelt land where the overriding feeling is that the council went and did what they wanted anyway regardless of residents wishes. I would like to think that this is not the case and that we are being listened to as much as possible.	I believe the borough plan is not legally complaint and unsound as the exceptional circumstances required to justify loss of greenbelt land have not been met. I refer to green belt loss across the borough and Arbury. There is no good reason why this green belt land should be used for housing. The whole of the Arbury view estate was planned around the Arbury Estate hence 'Arbury View'. I find it grossly inconsiderate that thousands of houses will now be faced with a view of housing rather than open space. This would be devastating to everyone who lives around here for the open fields which provide public walkways to many locals and children to be replaced by a concrete housing estate. This would be a huge loss of open space. The decision to agree to take the burden of Coventry's overspill is ridiculous. The town does not have the infrastructure to support the increase in population in relation to roads and community facilities. The proposals would lead to an unbearable increase in congestion on Heath End Road. The plan to open up the link to the A444 is not due to be in place 5 years after the completion of houses, this is poor planning. Also, where are the jobs to support a total of 13,000 houses?	More investment is needed in existing infrastructure for existing people, I question the demand for houses and the slower growth in strategy to incorporate brownfield sites which I think would be more appropriate. No houses should be built on green belt land, the loss of greenbelt has not been justified. The council should seek an alternative location for 1000+ homes proposed at Arbury, further away from existing residential areas. I do not agree to take on additional houses from Coventry's shortage as it does not benefit the residents of the town. The planned road infrastructure is not adequate and the timing is not acceptable. The A444 link would need completed ASAP if the development went ahead.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0104	1.0104.1	Garry Plowman	N/A	N/A	N/A	G	HSG2	Local Plan	No	No	No	No	N/A	I believe the borough plan is not legally complaint and unsound as the exceptional circumstances required to justify loss of greenbelt land have not been met. I refer to green belt loss across the borough and Arbury. There is no good reason why this green belt land should be used for housing. The whole of the Arbury view estate was planned around the Arbury Estate hence 'Arbury View'. I find it grossly inconsiderate that thousands of houses will now be faced with a view of housing rather than open space. This would be devastating to everyone who lives around here for the open fields which provide public walkways to many locals and children to be replaced by a concrete housing estate. This would be a huge loss of open space. The decision to agree to take the burden of Coventry's overspill is ridiculous. The town does not have the infrastructure to support the increase in population in relation to roads and community facilities. The proposals would lead to an unbearable increase in congestion on Heath End Road. The plan to open up the link to the A444 is not due to be in place 5 years after the completion of houses, this is poor planning. Also, where are the jobs to support a total of 13,000 houses?	More investment is needed in existing infrastructure for existing people, I question the demand for houses and the slower growth in strategy to incorporate brownfield sites which I think would be more appropriate. No houses should be built on green belt land, the loss of greenbelt has not been justified. The council should seek an alternative location for 1000+ homes proposed at Arbury, further away from existing residential areas. I do not agree to take on additional houses from Coventry's shortage as it does not benefit the residents of the town. The planned road infrastructure is not adequate and the timing is not acceptable. The A444 link would need completed ASAP if the development went ahead.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0105	1.0105.1	Lynda Lightfoot	N/A	N/A	N/A	B	DS5 (NUN286)	Local Plan	No	No	No	No	N/A	I believe the plan is unsound as it goes against most policies found within the PPF, stating that development should be sustainable and the character of the area must be maintained. (Section 77, NPPF)	I think the housing figures should be reduced to be more in line with market forces. I am also concerned about the future of Ash Green and the little bit of green belt which is left. Issues of extra traffic this plan will bring is also concerning in respect to safety of our children commuting to and from schools.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar
1.0105	1.0105.2	Lynda Lightfoot	N/A	N/A	N/A	B	DS5 (NUN317)	Local Plan	No	No	No	No	N/A	I believe the plan is unsound as it goes against most policies found within the PPF, stating that development should be sustainable and the character of the area must be maintained. (Section 77, NPPF)	I think the housing figures should be reduced to be more in line with market forces. I am also concerned about the future of Ash Green and the little bit of green belt which is left. Issues of extra traffic this plan will bring is also concerning in respect to safety of our children commuting to and from schools.	At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar photovoltaics and solar thermal, along with any future renewable or low carbon technology that may become more suitable for the Borough during the plan period. e) Ensure development makes links to cycling and walking networks to encourage green travel. All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the
1.0105	1.0105.3	Lynda Lightfoot	N/A	N/A	N/A	B	Entire Document	Sustainability Appraisal	No	No	No	No	N/A	The Sustainability Appraisals report is not adequate and incomplete, based on a lot of assumptions which would be impossible to guarantee. I am concerned that there is no adequate Habitats Regulation Assessment.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees.
1.0106	1.0106.1	Susan Ashby	N/A	N/A	N/A	R- Newsletter by Cllr Gilbert	Entire Plan	Local Plan	No	No	No	No	N/A	I object to all use of green belt being built upon without first using brown belt & making compulsory purchases of empty properties. The land opposite Ash Green school has been an eyesore for about 17 years and the council have done nothing to put this land to good use. The residents of New Road, Ash Green only seem to receive notifications letters after meetings have taken place. Much more needs to be done in creating jobs so that people can afford to buy houses but the location of industrial units requires proper, careful planning not a wild "pin on the donkey" effort. Industrial units should be located adjacent to dual carriageways or motorway (i.e. M6/A444). Traffic in this area is already sometimes at dangerous levels, especially New Road. The only solution would be cameras. Why aren't sensible sized maisonettes or flats being built for older people to purchase? This would then release family homes with gardens.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option.
1.0106	1.0106.2	Susan Ashby	N/A	N/A	N/A	R- Newsletter by Cllr Gilbert	DS5 (NUN286)	Local Plan	No	No	No	No	N/A	(Agree with Cllr Gilberts response)The Burbages Lane site is greenbelt. NUN 286/NUN317 meets three of the five purposes of the greenbelt set out in the NPPF therefore it should remain as green belt and not be considered for housing. Since there is currently planning permission granted on the 23rd August 2016 by planning committee for up to 47 dwellings which has superseded the draft Borough Plan, only 80 dwellings would be allocated to the remaining part of the site. The rest of the land to the rear of Burbages Lane which is not part of the planning application is green belt, the addition on 80 more dwellings does not constitute exceptional circumstances. This need can be met on brownfield sites. The green belt boundary is also proposed to be more clearly defined and improve biodiversity for the 47 dwellings granted permission. Building 80 more dwellings would be detrimental to this goal and be contrary to the NPPF. Slow worms and bats are protected species and are associated with this site, this allocation would jeopardise the habitats of these protected species. There are also issues of traffic, transport and road safety. The site is also within an area with permit parking which will cause a major parking problem for the 127 houses proposed and existing residents. Wheelwright Lane has also has documented issues with congestion and speeding which would increase further with EMP7. There are 4 schools in close proximity to NUN286/NUN317 site including disabled children. There is no controlled crossing on Wheelwright Lane, therefore the increase of traffic would be unsafe for children using the road regularly.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough
1.0106	1.0106.3	Susan Ashby	N/A	N/A	N/A	R- Newsletter by Cllr Gilbert	DS5 (NUN317)	Local Plan	No	No	No	No	N/A	(Agree with Cllr Gilberts response)The Burbages Lane site is greenbelt. NUN 286/NUN317 meets three of the five purposes of the greenbelt set out in the NPPF therefore it should remain as green belt and not be considered for housing. Since there is currently planning permission granted on the 23rd August 2016 by planning committee for up to 47 dwellings which has superseded the draft Borough Plan, only 80 dwellings would be allocated to the remaining part of the site. The rest of the land to the rear of Burbages Lane which is not part of the planning application is green belt, the addition on 80 more dwellings does not constitute exceptional circumstances. This need can be met on brownfield sites. The green belt boundary is also proposed to be more clearly defined and improve biodiversity for the 47 dwellings granted permission. Building 80 more dwellings would be detrimental to this goal and be contrary to the NPPF. Slow worms and bats are protected species and are associated with this site, this allocation would jeopardise the habitats of these protected species. There are also issues of traffic, transport and road safety. The site is also within an area with permit parking which will cause a major parking problem for the 127 houses proposed and existing residents. Wheelwright Lane has also has documented issues with congestion and speeding which would increase further with EMP7. There are 4 schools in close proximity to NUN286/NUN317 site including disabled children. There is no controlled crossing on Wheelwright Lane, therefore the increase of traffic would be unsafe for children using the road regularly.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough
1.0107	1.0107.1	Doris Evans	N/A	N/A	N/A	R- Newsletter by Cllr Gilbert	Entire Plan	Local Plan	No	No	No	No	N/A	I object to all use of green belt being built upon without first using brownfield land & making compulsory purchases of empty properties. The land opposite Ash Green school has been an eyesore for about 17 years and the council have done nothing to put this land to good use.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do
1.0107	1.0107.2	Doris Evans	N/A	N/A	N/A	R- Newsletter by Cllr Gilbert	DS5 (NUN286)	Local Plan	No	No	No	No	N/A	(Agree with Cllr Gilberts response)The Burbages Lane site is greenbelt. NUN 286/NUN317 meets three of the five purposes of the greenbelt set out in the NPPF therefore it should remain as green belt and not be considered for housing. Since there is currently planning permission granted on the 23rd August 2016 by planning committee for up to 47 dwellings which has superseded the draft Borough Plan, only 80 dwellings would be allocated to the remaining part of the site. The rest of the land to the rear of Burbages Lane which is not part of the planning application is green belt, the addition on 80 more dwellings does not constitute exceptional circumstances. This need can be met on brownfield sites. The green belt boundary is also proposed to be more clearly defined and improve biodiversity for the 47 dwellings granted permission. Building 80 more dwellings would be detrimental to this goal and be contrary to the NPPF. Slow worms and bats are protected species and are associated with this site, this allocation would jeopardise the habitats of these protected species. There are also issues of traffic, transport and road safety. The site is also within an area with permit parking which will cause a major parking problem for the 127 houses proposed and existing residents. Wheelwright Lane has also has documented issues with congestion and speeding which would increase further with EMP7. There are 4 schools in close proximity to NUN286/NUN317 site including disabled children. There is no controlled crossing on Wheelwright Lane, therefore the increase of traffic would be unsafe for children using the road regularly.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough

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1.0107	1.0107.3	Doris Evans	N/A	N/A	N/A	R- Newsletter by Cllr Gilbert	DS5 (NUN317)	Local Plan	No	No	No	No	N/A	(Agree with Cllr Gilberts response)The Burbages Lane site is greenbelt. NUN 286/NUN317 meets three of the five purposes of the greenbelt set out in the NPPF therefore it should remain as green belt and not be considered for housing. Since there is currently planning permission granted on the 23rd August 2016 by planning committee for up to 47 dwellings which has superseded the draft Borough Plan, only 80 dwellings would be allocated to the remaining part of the site. The rest of the land to the rear of Burbages Lane which is not part of the planning application is green belt, the addition on 80 more dwellings does not constitute exceptional circumstances. This need can be met on brownfield sites. The green belt boundary is also proposed to be more clearly defined and improve biodiversity for the 47 dwellings granted permission. Building 80 more dwellings would be detrimental to this goal and be contrary to the NPPF. Slow worms and bats are protected species and are associated with this site, this allocation would jeopardise the habitats of these protected species. There are also issues of traffic, transport and road safety. The site is also within an area with permit parking which will cause a major parking problem for the 127 houses proposed and existing residents. Wheelwright Lane has also has documented issues with congestion and speeding which would increase further with EMP7. There are 4 schools in close proximity to NUN286/NUN317 site including disabled children. There is no controlled crossing on Wheelwright Lane, therefore the increase of traffic would be unsafe for children using the road regularly.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough
1.0108	1.0108.1	Robert Welsh	N/A	N/A	N/A	G,Q	SA1	Local Plan	No	No	No	No	N/A	The Strategic Transport Assessment(STA) is mentioned in Para 6.14, however it does not appear in the list of associated documents accompanying the Borough Plan on the NBBC website. It was not available at library information points and not produced at the drop in event at Nuneaton Academy on 31st Jan 2017. Several attempts for a general search on the NBBC website resulted in a 'page not found', the elusive document was eventually found in a general internet search and have since found a hard copy at the Town Hall. This modelling report appears to indicate, amongst others, a timescale for the way the roads on HSG2 Arbury will progress, together with a map showing their position. Throughout consultation roads have been a major concern. Why has this report therefore not been included within the Borough Plan associated documents and kept virtually undisclosed and not brought into the public domain? Failure to do so means that community involvement and possible legal compliance has not been fulfilled.	A publicity campaign to highlight the STA document should be undertaken followed by a supplementary consultation with the time extended for representations to be made.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0108	1.0108.2	Robert Welsh	N/A	N/A	N/A	G,Q	DS7	Local Plan	No	No	No	No	N/A	A media statement (Nuneaton News 1st Feb 2017) from HBBC Head of Planning Policy, maintains this is the first time that Green Belt land has been considered in the borough since 2006. This is presumably in relation to the SHLAA of 2016. However, page 38 of the Core Strategy Issues and Options document of June 2009 and the Preferred Options of 2013 specifically identified HSG2 Arbury and other Greenbelt sites as potential development areas and have continued to do so at every subsequent stage.	A recent agreement to accept another local authorities housing overspill should not be used as an excuse to target green belt land when this has been on the Borough Plan agenda for a number of years.	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. NBBC have carefully considered its ability to assist with the provision of any further development sites, and to ensure that this is not at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by a robust evidence base
1.0109	1.0109.1	Carol Welsh	N/A	N/A	N/A	F,Q	Entire Document	Infrastructure Delivery Plan	No	No	No	No	N/A	The Infrastructure Delivery Plan gives no details of any major road	N/A	The Council acknowledges that additional infrastructure
1.0109	1.0109.2	Carol Welsh	N/A	N/A	N/A	F,Q	DS5	Local Plan	No	No	No	No	N/A	Para 6.44 of the Borough Plan states that "development will be restricted to the northern and eastern boundaries". These restrictive provisions in order to preserve the supposed eminence of Arbury Hall Registered Park and Garden make a mockery of the area being designated a prominent, strategic housing site.	HSG2 is not viable or sustainable as a strategic housing site and should be removed from the Borough Plans housing site allocation.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites, including heritage assets, and have designated land for development where is it considered appropriate in light of identified constraints.
1.0109	1.0109.3	Carol Welsh	N/A	N/A	N/A	F,Q	HSG2	Local Plan	No	No	No	No	N/A	Para 6.44 of the Borough Plan states that "development will be restricted to the northern and eastern boundaries". These restrictive provisions in order to preserve the supposed eminence of Arbury Hall Registered Park and Garden make a mockery of the area being designated a prominent, strategic housing site.	HSG2 is not viable or sustainable as a strategic housing site and should be removed from the Borough Plans housing site allocation.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant.
1.0109	1.0109.4	Carol Welsh	N/A	N/A	N/A	F,Q	DS7	Local Plan	No	No	No	No	N/A	Of the 8851 houses proposed on 11 strategic site allocations, nearly half (4271) are on Green Belt land. Removing a total of 13 sites from Green Belt protection for development purposes cannot be justified. Green belt land is expressly excluded from the presumption in favour of sustainable development and an unmet need for traveller sites and conventional housing does not in itself constitute "very exceptional circumstances".	Reconsider site allocations to conform with the NPPF and Planning Practice Guidance.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional
1.0109	1.0109.5	Carol Welsh	N/A	N/A	N/A	F,Q	DS1	Local Plan	No	No	No	No	N/A	The use of greenbelt land is said to be necessary because more houses are now required but this is not consistent with the NPPF which states inappropriate development should not be approved except in very exceptional circumstances. Green belt land is expressly excluded from the presumption in favour of sustainable development and an unmet need for traveller sites and conventional housing does not in itself constitute "very exceptional circumstances".	Ensure policy conforms to the NPPF (para 14 and footnote 9) and Planning Practice Guidance.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
1.0110	1.0110.1	Christopher Brodest	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	The Borough Plan had no full consultation and seems to be carefully vague to ensure the least number of people see it. The plan promotes green belt use with brownfield land not considered elsewhere. Traffic Infrastructure is not good enough. The council is not heeding its constituents by carefully thinking through everything putting existing residents wellbeing at risk. It seems that Nuneaton is being used as a 'get out clause' for other towns and cities housing shortages, Coventry for one has plenty of Brownfield to build on.	Rethink the current strategy and explore other relevant sustainable projects for housing, leave the green belt alone. There are better options for housing for Coventry areas with better infrastructure and access to Coventry plus nearby towns, alongside A444, back into Kersley etc.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0110	1.0110.2	Christopher Brodest	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	The Borough Plan had no full consultation and seems to be carefully vague to ensure the least number of people see it. The plan promotes green belt use with brownfield land not considered elsewhere. Traffic Infrastructure is not good enough. The council is not heeding its constituents by carefully thinking through everything putting existing residents wellbeing at risk. It seems that Nuneaton is being used as a 'get out clause' for other towns and cities housing shortages, Coventry for one has plenty of Brownfield to build on.	Rethink the current strategy and explore other relevant sustainable projects for housing, leave the green belt alone. There are better options for housing for Coventry areas with better infrastructure and access to Coventry plus nearby towns, alongside A444, back into Kersley etc.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. **Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.**
1.0110	1.0110.3	Christopher Brodest	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	The Borough Plan had no full consultation and seems to be carefully vague to ensure the least number of people see it. The plan promotes green belt use with brownfield land not considered elsewhere. Traffic Infrastructure is not good enough. The council is not heeding its constituents by carefully thinking through everything putting existing residents wellbeing at risk. It seems that Nuneaton is being used as a get out clause for other towns and cities housing shortages, Coventry for one has plenty of Brownfield to build on.	Rethink the current strategy and explore other relevant sustainable projects for housing, leave the green belt alone. There are better options for housing for Coventry areas with better infrastructure and access to Coventry plus nearby towns, alongside A444, back into Kersley etc.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0111	1.0111.1	Neil Edwards	N/A	N/A	N/A	N/A	HSG8	Local Plan	Yes	Yes	Yes	No	N/A	The consultation draft borough plan provides a well researched evidence based approach and demonstrates why there is a compelling need for sustainable growth to support the future needs in the locality. Among other matters, the Borough Plan identified that there is a requirement to provide significant improvements in the housing stock across the borough. In this context, I fully support objective 4. More specifically as a local land owner, I also support the Policy HSG8 Wets of Bulkington and the associated Strategic Housing Allocation in this area. I therefore ask that, following consideration of representations made to the Consultation Draft, Policy HSG8 is maintained in the ongoing forward submission for independent examination.	N/A	Noted.
1.0112	1.0112.1	Joanne Cook	N/A	N/A	N/A	O	HSG7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support that the assertion of a parcel of land meeting five of the objectives is more deserving to stay in the greenbelt than a parcel which only meets one of the purposes.	There is nothing that the Council can do to make this proposed allocation legal or sound, as the area will not cope with volumes of traffic and the environment will not cope with the heavy pollution that a development of this nature would inflict on the surrounding neighbourhood. Although, a modification which protects the trees on site as natural flood defences would be a step towards making the plan sound. Also, I have extreme concerns on how Bulkington will cope with the sorts of numbers of houses your considering (700 across HSG7 and HSG8) the facilities in the area are at capacity, the provision of school spaces and GP surgery spaces need to be considered.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Comments noted in relation to Brexit however, the population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not
1.0112	1.0112.2	Joanne Cook	N/A	N/A	N/A	O	HSG8	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support that the assertion of a parcel of land meeting five of the objectives is more deserving to stay in the greenbelt than a parcel which only meets one of the purposes.	There is nothing that the Council can do to make this proposed allocation legal or sound, as the area will not cope with volumes of traffic and the environment will not cope with the heavy pollution that a development of this nature would inflict on the surrounding neighbourhood. Although, a modification which protects the trees on site as natural flood defences would be a step towards making the plan sound. Also, I have extreme concerns on how Bulkington will cope with the sorts of numbers of houses your considering (700 across HSG7 and HSG8) the facilities in the area are at capacity, the provision of school spaces and GP surgery spaces need to be considered.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the
1.0113	1.0113.1	Stephen Cooke	N/A	N/A	N/A	O,Q	HSG7	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support that the assertion of a parcel of land meeting five of the objectives is more deserving to stay in the greenbelt than a parcel which only meets one of the purposes.	There is nothing that the Council can do to make this proposed allocation legal or sound, as the area will not cope with volumes of traffic and the environment will not cope with the heavy pollution that a development of this nature would inflict on the surrounding neighbourhood. Although, a modification which protects the trees on site as natural flood defences would be a step towards making the plan sound. Also, I have extreme concerns on how Bulkington will cope with the sorts of numbers of houses your considering (700 across HSG7 and HSG8) the facilities in the area are at capacity, the provision of school spaces and GP surgery spaces need to be considered.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Comments noted in relation to Brexit however, the population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not
1.0113	1.0113.2	Stephen Cooke	N/A	N/A	N/A	O,Q	HSG8	Local Plan	No	No	No	Yes	To ensure the Inspector appreciates the extent of local objection to this Plan and to reinforce lack of foresight and consideration of the local council	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support that the assertion of a parcel of land meeting five of the objectives is more deserving to stay in the greenbelt than a parcel which only meets one of the purposes.	There is nothing that the Council can do to make this proposed allocation legal or sound, as the area will not cope with volumes of traffic and the environment will not cope with the heavy pollution that a development of this nature would inflict on the surrounding neighbourhood. Although, a modification which protects the trees on site as natural flood defences would be a step towards making the plan sound. Also, I have extreme concerns on how Bulkington will cope with the sorts of numbers of houses your considering (700 across HSG7 and HSG8) the facilities in the area are at capacity, the provision of school spaces and GP surgery spaces need to be considered.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0114	1.0114.1	Stephen Davis	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	The Borough Plan uses green belt and appears to ignore brownfield sites. There is currently chronic traffic congestion in the Whitestone/ Attleborough area which is ignored. There are no consideration for required services such as schools, doctors etc. which are already an issue. The plan shows excessive housing development in the town compared to other areas in Warwickshire. Also, the council were poor in consultation holding no public meeting in Whitestone.	Given that one of the reasons for so many houses being planned is due to Coventry's required housing needs why isn't the land between Nuneaton and Coventry considered? Why build massive housing estates on the farthest side of the town from Coventry, forcing more and more traffic onto roads that haven't changed in 25 years and already cant cope.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0114	1.0114.2	Stephen Davis	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	The Borough Plan uses green belt and appears to ignore brownfield sites. There is currently chronic traffic congestion in the Whitestone/ Attleborough area which is ignored. There are no consideration for required services such as schools, doctors etc. which are already an issue. The plan shows excessive housing development in the town compared to other areas in Warwickshire. Also, the council were poor in consultation holding no public meeting in Whitestone.	Given that one of the reasons for so many houses being planned is due to Coventry's required housing needs why isn't the land between Nuneaton and Coventry considered? Why build massive housing estates on the farthest side of the town from Coventry, forcing more and more traffic onto roads that haven't changed in 25 years and already cant cope.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0114	1.0114.3	Stephen Davis	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	The Borough Plan uses green belt and appears to ignore brownfield sites. There is currently chronic traffic congestion in the Whitestone/ Attleborough area which is ignored. There are no consideration for required services such as schools, doctors etc. which are already an issue. The plan shows excessive housing development in the town compared to other areas in Warwickshire. Also, the council were poor in consultation holding no public meeting in Whitestone.	Given that one of the reasons for so many houses being planned is due to Coventry's required housing needs why isn't the land between Nuneaton and Coventry considered? Why build massive housing estates on the farthest side of the town from Coventry, forcing more and more traffic onto roads that haven't changed in 25 years and already cant cope.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0115	1.0115.1	Stephen Dewis	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	The Borough Plan has no consideration for traffic problems and no consideration for environmental or recreational issues. The plan has no consideration for current infrastructure in regards to GP's and schools. The council's consultation has been inadequate, with no meeting in Whitestone.	Why does Nuneaton have to carry some of Coventry's housing requirements as it is already the most densely populated town in Warwickshire?	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the
1.0115	1.0115.2	Stephen Dewis	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	The Borough Plan has no consideration for traffic problems and no consideration for environmental or recreational issues. The plan has no consideration for current infrastructure in regards to GP's and schools. The council's consultation has been inadequate, with no meeting in Whitestone.	Why does Nuneaton have to carry some of Coventry's housing requirements as it is already the most densely populated town in Warwickshire?	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0115	1.0115.3	Stephen Dewis	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	The Borough Plan has no consideration for traffic problems and no consideration for environmental or recreational issues. The plan has no consideration for current infrastructure in regards to GP's and schools. The council's consultation has been inadequate, with no meeting in Whitestone.	Why does Nuneaton have to carry some of Coventry's housing requirements as it is already the most densely populated town in Warwickshire?	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0116	1.0116.1	Richard Dobson	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	As the owner of a property bordering the proposed employment site (EMP7), I wish to object most strongly to the plans outlines for this land in the Borough Plan. The recent inclusion of this site is an unwelcome addition that would have a significant, detrimental impact on the quality of life of local residents. As well as detracting from the semi-rural nature of the area which is currently part of the Green Belt, the proposed development would draw a high volume of traffic into the area. The local residential roads and country lanes cannot cope with this and given the location of the primary school on the corner of the proposed site, this plan seems dangerous. There is already an issue with inadequate footpath provision on Bowling Green Lane. Increased traffic, some of which likely to be HGVs will create further problems at peak times. Furthermore, the increased noise and pollution levels associated with any industrial usage will affect the health and standard of living for residents. This is a predominantly residential area, the likely use of industrial land is incongruous. There are existing unused units on Bayston Road, Attleborough Fields and Bermuda Park industrial Estates which should be utilised before a decision is made to use green belt land. This land is not suitable for redevelopment and this needs to be reconsidered.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to,

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1.0116	1.0116.2	Richard Dobson	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	As a local resident, I wish to strongly object to the intention to build a total of 1,475 houses on three sites outlined above at Bedworth Woodlands, Hospital Lane and School Lane. Such a high density of new homes in a concentrated area will have a detrimental impact on all current and future residents. The local roads are already very busy and will struggle to cope with an increase volume of traffic. Congestion is already intolerable and this proposal will only increase the noise, inconvenience and pollution endured by local residents. The local infrastructure will not cope with this level of development. Schools, doctors and hospitals are already full to capacity and nothing in the proposals suggest that provisions will be put in place to respond to the increase in demand. Parking is also a major issue in Bedworth Town Centre. At least two of these areas (HSG5 and HSG6) are part of the Green Belt. The removal of this open space is detrimental to the inherent characteristics of the area. Furthermore, the 3,100 houses planned at Keresley will only compound congestion issues. These plans must be reconsidered.	N/A	The existing situation is noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
1.0116	1.0116.2	Richard Dobson	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	As a local resident, I wish to strongly object to the intention to build a total of 1,475 houses on three sites outlined above at Bedworth Woodlands, Hospital Lane and School Lane. Such a high density of new homes in a concentrated area will have a detrimental impact on all current and future residents. The local roads are already very busy and will struggle to cope with an increase volume of traffic. Congestion is already intolerable and this proposal will only increase the noise, inconvenience and pollution endured by local residents. The local infrastructure will not cope with this level of development. Schools, doctors and hospitals are already full to capacity and nothing in the proposals suggest that provisions will be put in place to respond to the increase in demand. Parking is also a major issue in Bedworth Town Centre. At least two of these areas (HSG5 and HSG6) are part of the Green Belt. The removal of this open space is detrimental to the inherent characteristics of the area. Furthermore, the 3,100 houses planned at Keresley will only compound congestion issues. These plans must be reconsidered.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough
1.0116	1.0116.2	Richard Dobson	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	As a local resident, I wish to strongly object to the intention to build a total of 1,475 houses on three sites outlined above at Bedworth Woodlands, Hospital Lane and School Lane. Such a high density of new homes in a concentrated area will have a detrimental impact on all current and future residents. The local roads are already very busy and will struggle to cope with an increase volume of traffic. Congestion is already intolerable and this proposal will only increase the noise, inconvenience and pollution endured by local residents. The local infrastructure will not cope with this level of development. Schools, doctors and hospitals are already full to capacity and nothing in the proposals suggest that provisions will be put in place to respond to the increase in demand. Parking is also a major issue in Bedworth Town Centre. At least two of these areas (HSG5 and HSG6) are part of the Green Belt. The removal of this open space is detrimental to the inherent characteristics of the area. Furthermore, the 3,100 houses planned at Keresley will only compound congestion issues. These plans must be reconsidered.	N/A	Noted. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0117	1.0117.1	Roger Cudnew	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	Yes	Yes	Yes	No	N/A	The Plan appears to be massive with hundreds of pages, details of which are best left to professionals. One of the main gripes over the last few years has been housing and at long last our plan seems to be directing towards that problem. I was against Green Belt back then and still am now. This policy has caused our lack of housing. In our town of Nuneaton we need a "green lung" extension of Riversley park across to the railway bridge/kwik fit area not a new hotel. The town has enough hotels.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. In terms of creating new green infrastructure, the policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
1.0118	1.0118.1	A Randle	N/A	N/A	N/A	N/A	HSG8	Local Plan	No	No	No	No	N/A	I am protesting about the building development at the rear of our property. We will no longer enjoy panoramic views as the buildings would blot these out. As the land slopes down to the railway lines, land which floods easily is not the best to build on. As a former councillor on the Bedworth UDC and chairman of the planning committee, I understand how these matters operate. We are both in our late 80s and would ask you not to ruin our later years, If its not to be, what about compensation?	N/A	Comments noted. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In
1.0119	1.0119.1	Keith Ireland	N/A	N/A	N/A	B	EMP2	Local Plan	No	No	No	Yes	I feel it will just be dismissed if not reinforced verbally.	Increased footfall backwards and forwards over B4114(Phoenix Way)to facilities at Bayton Road such as Shops and Post office is currently dangerous.	Improved pedestrian access from Wilsons Lane to B4113 (Longford Road), pedestrian crossings with lights requested. Footfall on match days to RICOH arena from Bedworth is already an issue.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0120	1.0120.1	Linda Dryburgh	n/a	N/A	N/A	N/A	HSG6	Local Plan	Yes	No	Yes	Yes	To further emphasise objections.	The housing figures are over exaggerated. This development is likely to amount to significant congestion and the local infrastructure will be unable to cope (which includes roads, schools and health services), pollution is likely to rise to unacceptable levels (including noise pollution). This development would destroy the very fabric of its rural location.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0120	1.0120.2	Linda Dryburgh	n/a	N/A	N/A	N/A	EMP7	Local Plan	Yes	No	Yes	Yes	To further emphasise objections.	This development is likely to amount to significant congestion and the local infrastructure will be unable to cope, pollution is likely to rise to unacceptable levels (including noise pollution). This area is unsuitable for large, heavy vehicles associated with industrial sites. This development would destroy the very fabric of its rural location.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has
1.0121	1.0121.1	Keith Ellison	n/a	N/A	N/A	Nuneaton News	HSG3	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, environmental or recreational uses, community facilities (school and doctors) and inadequate consultation with no meeting undertaken in Whitestone.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0121	1.0121.2	Keith Ellison	n/a	N/A	N/A	Nuneaton News	HSG9	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, environmental or recreational uses, community facilities (school and doctors) and inadequate consultation with no meeting undertaken in Whitestone.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0121	1.0121.3	Keith Ellison	n/a	N/A	N/A	Nuneaton News	HSG10	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, environmental or recreational uses, community facilities (school and doctors) and inadequate consultation with no meeting undertaken in Whitestone.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0122	1.0122.1	Janet Parr	n/a	N/A	N/A	Community centre, Facebook, Word of Mouth and Neighbourhood Designed Posters.	EMP7	Local Plan	No	No	No	Yes	To ensure that the Inspector understand the intent of local objections and to reinforce the lack of foresight and consideration extended by the local Council.	The Council has not liaised with small businesses in the area, no local plans have been received by any local business in Bayton Road or Blackhorse Lane. Exceptional Circumstances have not been demonstrated in accordance with case law and policy and a further increase of industrial and business traffic from this proposed development will result in an increase in commuting, noise, traffic and pollution. The Council do not have the support of the local people, as required by ministerial guidance. Further, the Council have not given sufficient weight to the loss of bio-diversity, the damage to recreation, leisure, education, ecosystems, landscape and health. Further, Brexit is likely to have a significant impact on anticipated population growth and does therefore not require to take the overspill from the Duty to Cooperate. The Council have not adequately considered the requirement for infrastructural improvements required to cope with such a development. Further, the NPPF does not require the OAN to be met.	No modifications will render this Plan legally compliant or sound.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The
1.0122	1.0122.2	Janet Parr	n/a	N/A	N/A	Community centre, Facebook, Word of Mouth and Neighbourhood Designed Posters.	HSG6	Local Plan	No	No	No	Yes	To ensure that the Inspector understand the intent of local objections and to reinforce the lack of foresight and consideration extended by the local Council.	Exceptional Circumstance have not been demonstrated in accordance with case law and policy. Building on Green Belt in and around Bedworth will increase on commuting and traffic and noise pollution. The Council's changes to Green Belt do not have the support of local people. Further, the Council has not properly weighed the requirement of Green Belt and assessed its impact on urban sprawl, nor has it given appropriate consideration of impact on bio-diversity, recreation, education, ecosystems, landscape and health and required by the NPPF. Brexit is likely to have a significant impact and reduce anticipated population growth which would not render the need to take on overspill through the Duty to Cooperate. The Council have not adequately considered the requirement for infrastructural improvements required to cope with such a development. Further, the NPPF does not require the OAN to be met. There is nothing in case law to support "counting tick boxes" in determining whether parcels of land should or should not remain within the Green Belt.	No modifications will render this Plan legally compliant or sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning
1.0123	1.0123.1	Deborah Fox	n/a	N/A	N/A	N/A	HSG9	Local Plan	Yes	No	Yes	N/A	N/A	Objection in relation to proposed allocation HSG9. The development is proposed to lie immediately adjacent to Leyburn Close, which has no pavements or verges. This site is deemed to be of high flood risk and we wish to raise a number of questions in relation to its: access, purpose of access through Leyburn Close, why there is a need for the development to have 5 accesses, what alterations would be required for Leyburn Close to meet the Highway Agency Standards and what flood defences have been put in place to prevent increased risk of flooding?	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers, and policy requirements are supported by an Infrastructure Delivery Plan which sets out details for these on-site items. The Borough Plan requires detailed site concept plans to be created and adopted as

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0124	1.0124.1	Richard Freeman	n/a	N/A	N/A	Nuneaton Bus Station	HSG9	Local Plan	No	No	No	No	N/A	No consideration of increased traffic, excessive development across Nuneaton without infrastructure to cope with it, loss of green filled area and dog walking areas, increased noise and pollution in otherwise quiet residential street and town centre parking is difficult enough without extra vehicles.	Other areas along the A5 are more suitable as Nuneaton is becoming densely populated area, which is resulting in a loss of its rural atmosphere.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised
1.0125	1.0125.1	S D Hetherington	n/a	N/A	N/A	N/A	EMP7	Local Plan	N/A	N/A	N/A	N/A	N/A	This development will destroy our valuable Green Belt. These are other industrial units which should be made usable first. This proposed development will increase both noise and light pollution and an increase in congestion on roads that are already congested. The proposed site is also located next to a primary school which is likely to severely impact on the health and safety of pupils. Further, this development would result in the loss of large green areas used for walking, running and relaxation purposes. This in turn reduces mental health issues. Educational walks are also undertaken on these fields, combining flora and fauna with exercise. The Greenbelt should be maintained for growth to supply local produce and maintain the farming industry to sustain the future UK population.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment
1.0125	1.0125.1	S D Hetherington	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	The flow of information regarding these proposed changes from our local Government has been appalling.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Consultation material has been made available in a range of formats over the course of the production of the Plan. All evidence documents are also available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0126	1.0126.1	Peter Gilbert	n/a	N/A	N/A	Word of Mouth, neighbourhood designed poster and leaflets and Facebook Page.	EMP7	Local Plan	No	No	No	Yes	To ensure that the Inspector understand the intent of local objections and to reinforce the lack of foresight and consideration extended by the local Council.	In respect of the Green Belt, exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's changes to the Green Belt are not supported by the local people. Further, the Council have not properly weighed the requirement for Green Belt to be endured permanent nor has it assessed its impact on urban sprawl, nor has it given appropriate consideration to impact on biodiversity, leisure, health issues, education, landscape, recreation and eco-systems. The site is located in close proximity to a primary school which would give rise to a major health hazard. Brexit is likely to have a significant impact and will reduce population growth and, as such, it will not be necessary to take on such a large quantity of housing requirements through the Duty to Co-operate. The projected overspill of population from Coventry is based on false data in respect of students' migration. Further, the communication from the Council in relation to the Plan and specifically EMP7 has been inadequate, with many residents finding out about the proposals from resident groups and MPs as opposed to from the Council. The NPPF also states that OAN does not always need to be met in full. There is nothing in case law to support "counting tick boxes" in determining whether parcels of land should or should not remain within the Green Belt.	There is nothing that the Council can do to make this proposed allocation legal or sound. The Council should scrap this proposal.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development.
1.0127	1.0127.1	Sophie Farrell	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	Yes	To ensure that the Inspector understand the intent of local objections and to reinforce the lack of foresight and consideration extended by the local Council.	The Council has not liaised with small businesses in the area, no local plans have been received by any local business in Bayton Road or Blackhorse Lane. Exceptional Circumstances have not been demonstrated in accordance with case law and policy. A further increase in industrial traffic in and around Bedworth will result in increase commuting times, traffic, noise and pollution. The Council does not have the support of the local people as required by ministerial guidance. Further, the Council has not given sufficient weight to the loss of bio-diversity, the damage to recreation, leisure, education, ecosystems, landscape and health. Further, Brexit is likely to have a significant impact on anticipated population growth and does therefore not require to take the overspill from the Duty to Cooperate. The Council have not adequately considered the requirement for infrastructural improvements required to cope with such a development. Further, the NPPF does not require the OAN to be met and the Council have not given sufficient consideration to the use of brownfield land.	There is nothing that the Council can do to make this proposed allocation legal or sound.	Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1
1.0128	1.0128.1	Andrew Bevan	n/a	N/A	N/A	G	EMP7	Local Plan	No	No	No	No	N/A	The road infrastructure currently struggles to accommodate the levels of traffic commuting from Bedworth through Bowling Green and Goodyers End Lane towards Coventry. These roads are becoming increasingly dangerous with fast moving commuter traffic and congestion from school traffic. Business traffic from this proposed development will increase the congestion and delays. Developing on this site could lead to flooding in nearby residents' gardens, there is an environmental assessed risk of small flooding in the area which would increase with this development.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan
1.0129	1.0129.1	Philip Allwyn	n/a	N/A	N/A	N/A	EMP7	Local Plan	Yes	No	Yes	N/A	N/A	Disgraceful to concrete over fields and this will result in a loss of value to the land as well as impacting on biodiversity and increasing the congestion in the local vicinity.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest

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1.0130	1.0130.1	Tina Bevan	n/a	N/A	N/A	F and N	HSG6	Local Plan	No	No	No	No	N/A	The proposed development at School Lane will add more traffic to a small lane which will increase congestion to an already congested area, which is partly due to the rush hour commuter traffic and school traffic to Goodyers End Primary School and Ash Green School combined. The site virtually sits on the M6 motorway which will result in poor cheap housing which will be unattractive for new homebuyers (especially due to motorway pollution) and could result in an increase in health issues.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The site constraints will be taken into consideration during the development of the detailed masterplans and planning applications.
1.0131	1.0131.1	Dawn Peckham	n/a	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	N/A	N/A	Goodyers End Land should be one way, parking should be stopped on Ash Green. Greenbelt land should not be developed.	N/A	Noted. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0132	1.0132.1	Sarah Wager	n/a	N/A	N/A	F	Entire Document	Sustainability Appraisal	No	No	No	No	N/A	The Sustainability Appraisal Report is inadequate and was based on assumptions that mitigations would be in place, which cannot be guaranteed. There is no adequate Habitat Regulations Assessment, there is no mention or regard of legally protected species being harmed or displaced. There has been no Statement of Community Involvement document made available on the Council's website. The Sustainability Report states that the Council must contain this document.	A report should be written by an ecologist to ensure that the wildlife and environment is being protected. The Habitat Regulations Assessment does not specifically mention the Woodlands which is home to at least 2 protected species under the Habitat Directive 2943EEC nor does it acknowledge the few remaining areas of Arden left in the country.	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations.
1.0132	1.0132.1	Sarah Wager	n/a	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	The Plan does not meet any of the soundness criteria, it does not meet the requirements of being a sustainable development and the infrastructure requirements are far in excess of what is being required. The Plan goes against most policies in the NPPF, which states that the character of the area must be contained. The intrinsic character and beauty of the Woodlands should be protected, according to the NPPF, which was admitted by the Borough Council previously.	The Plan should be justified with evidence that any reasonable alternatives have been considered and that the policies are consistent with priority given to sustainability and protection of the environment and habitat.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Landscape and Visual Impact Assessments, Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions. Furthermore, the site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this
1.0133	1.0133.1	Merle Gering	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	N/A	The Plan is unsound because it fails to explain the Exceptional Circumstances which justify building on Green Belt. It fails to give regard to case law and the NPPF and does not have the support of the local people as required my ministerial guidance. The Council have not properly weighed the requirement for Green Belt to be enduring and permanent, nor has it given appropriate weight to the loss of biodiversity, damage to recreation, leisure, education, ecosystem services , landscape and health. There is no need for any Coventry overspill, this is based on a housing need which has been hugely inflated by a vast miscounting of foreign students. The OAN for Nuneaton and Bedworth is outside the realm of any realistic scenario. Further, the plan is unsustainable as it will increase commuting and encourage uncontrolled building throughout the borough. The Courts and the NPPF have qualified that the greenbelt does not have to be released to meet OAN where there are greenbelt constraints. The Council have not visibly weighed the losses to the public, particularly the recreation, quality of life, natural environment, landscape and biodiversity amenities, in the sacrifice of the green belt land proposed. The fact that there are 5 purposes for greenbelt does not mean that one can "tot them up" and decide which one piece of land is more deserving of greenbelt status than another because it gets more tics. Unmet housing is not a need in itself to release Green Belt land. Planning for a large number of homes, many of them on green belt, or green fields with high amenity and biodiversity value when they are not needed will inflict needless damage on the environment, which is contrary to the "Precautionary Principle".	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. Therefore, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option.
1.0133	1.0133.2	Merle Gering	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	N/A	Please bring forward all of the submissions I have made on the	N/A	All comments from previous stages of the Borough have
1.0134	1.0134.1	Rachel Kahrman	n/a	N/A	N/A	N/A	HSG4	Local Plan	Yes	No	Yes	N/A	N/A	The Woodlands should be designated Green Belt, the loss of wildlife and damage to our countryside will have a huge negative impact on the community. The water table is incredibly high and the area is liable to flooding. Further, the traffic already using this route is chaotic (it is used as a shortcut to the M6), we already have a problem with drivers speeding and also have issues regarding parking. This area should be designated Green Belt and protected for future generations to enjoy.	N/A	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding, environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE3, NE4 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Transport Assessment, Flood Risk Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary
1.0135	1.0135.1	Joanne Worrall	n/a	N/A	N/A	A	EMP7	Local Plan	No	No	No	Yes	To show the volumes of traffic within this area that is proposed to be built.	There has been poor communication from the Council in relation to this policy. It is felt like the residents have not been given sufficient time to voice their concerns in relation to this development. There are existing issues relating to traffic congestion in this area as well as road traffic collisions. Locating an industrial site so close to an existing primary school could result in an increase of anti-social behaviour. This proposed development will result in an increase of noise and air pollution which will have a great impact on the surrounding environment and wildlife.	Brownfield and derelict sites should be utilised first. There should also be a review of the OAN.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes

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1.0136	1.0136.1	Christopher Mountford	n/a	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	The consultation period has been too short, there were insufficient staff at the consultation events to full explain policy decisions or recommendations, the plan appears to have been pushed through without adequate debate.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future.
1.0137	1.0137.1	Alwyn Waine	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	The source of the "population projections" in support of this proposal are not stated in the Borough Plan and are not wholly supported. There is a lack of work in the borough and this increase in housing stock will increasingly lead Nuneaton to be a commuter town. This detracts from the aims of creating sustainable communities in terms of the social, economic, environmental and well being of an area.	N/A	The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. It would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR) as it has not been possible to identify sufficient sites to meet the combined requirements in full, as an increase in the growth scenario would have negative effects on the wider environment, and as the scale of growth is not justified by the evidence base.
1.0137	1.0137.2	Alwyn Waine	n/a	N/A	N/A	N/A	Entire Document	Infrastructure Delivery Plan	No	No	No	N/A	N/A	Roads are already severely congested without the strain of further development. The IDP pays lip service to improvement however there are no concrete proposals to address this issue in the short to medium term. There are also vast shortages of spaces in schools and health centres in the area which needs to be addressed.	The Council should ensure that there is in place detailed and time-lined proposals to ensure the availability of infrastructure and services to properly support the residents of those new developments that are being built.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road
1.0137	1.0137.3	Alwyn Waine	n/a	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	N/A	N/A	The proposed location of this development is insensitively placed adjacent to a crematorium. This location qualifies as an important open space and deserves the ultimate protection in terms of privacy. It seems that access to the site will be shared by undertakers and mourners which would seem wholly inappropriate. There is sufficient sites elsewhere without the need for this site to come forward.	Other sites should come forward prior to this site being developed.	Noted and welcomed at this stage. As sites are brought forward matters such as this can be considered through Master planning and future application submissions.
1.0137	1.0137.4	Alwyn Waine	n/a	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	N/A	N/A	There is a PROW on this site which is heavily used. This site provides significant green space and its loss would severely impact the quality of life for many people in the area. This site currently plays a significant role in countering existing pollution levels, levels which would increase as a result of this development.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated. PROW will be incorporated into any planning applications which are developed for the site.
1.0137	1.0137.5	Alwyn Waine	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	See Comments from 2015	N/A	All comments from previous stages of the Borough have
1.0138	1.0138.1	Michael Webster	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	This report has been based on assumptions, including us being part of the EU which we are not. Many of the site allocations are on Green Belt land, however, there is plenty of brownfield land available, some of the allocations are also on land within the Nicholas Chamberlain Trust, which was set up for the people of Bedworth and to save the Green Belt. There is also insufficient legal protection of species in place. There is also no Statement of Community Involvement, which should have been included in this document. There is also insufficient infrastructure in place, especially in relation to highway capacity. The proposals of Coventry City Council are based on us being in the EU, which we are not, therefore their proposals cannot be deemed as correct. There are also major flooding issues on many of the site allocations. These proposals will also likely result in increased pollution. Further, the private dwellings proposed on these developments is not affordable for the average person living in Nuneaton or Bedworth.	N/A	A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. In regards to the Green Belt, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway
1.0139	1.0139.1	Roma Webster	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	This report has been based on assumptions, including us being part of the EU which we are not. Many of the site allocations are on Green Belt land, however, there is plenty of brownfield land available, some of the allocations are also on land within the Nicholas Chamberlain Trust, which was set up for the people of Bedworth and to save the Green Belt. There is also insufficient legal protection of species in place. There is also no Statement of Community Involvement, which should have been included in this document. There is also insufficient infrastructure in place, especially in relation to highway capacity. The proposals of Coventry City Council are based on us being in the EU, which we are not, therefore their proposals cannot be deemed as correct. There are also major flooding issues on many of the site allocations. These proposals will also likely result in increased pollution. Further, the private dwellings proposed on these developments is not affordable for the average person living in Nuneaton or Bedworth.	N/A	A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. In regards to the Green Belt, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway
1.0140	1.0140.1	Maxine Webster	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	This report has been based on assumptions, including us being part of the EU which we are not. Many of the site allocations are on Green Belt land, however, there is plenty of brownfield land available, some of the allocations are also on land within the Nicholas Chamberlain Trust, which was set up for the people of Bedworth and to save the Green Belt. There is also insufficient legal protection of species in place. There is also no Statement of Community Involvement, which should have been included in this document. There is also insufficient infrastructure in place, especially in relation to highway capacity. The proposals of Coventry City Council are based on us being in the EU, which we are not, therefore their proposals cannot be deemed as correct. There are also major flooding issues on many of the site allocations. These proposals will also likely result in increased pollution. Further, the private dwellings proposed on these developments is not affordable for the average person living in Nuneaton or Bedworth. Brownfield land should be used before Green Belt land is developed.	N/A	A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. In regards to the Green Belt, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway

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1.0141	1.0141.1	James Davies	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	This report has been based on assumptions, including us being part of the EU which we are not. Many of the site allocations are on Green Belt land, however, there is plenty of brownfield land available, some of the allocations are also on land within the Nicholas Chamberlain Trust, which was set up for the people of Bedworth and to save the Green Belt. There is also insufficient legal protection of species in place. There is also no Statement of Community Involvement, which should have been included in this document. There is also insufficient infrastructure in place, especially in relation to highway capacity. The proposals of Coventry City Council are based on us being in the EU, which we are not, therefore their proposals cannot be deemed as correct. There are also major flooding issues on many of the site allocations. These proposals will also likely result in increased pollution. Further, the private dwellings proposed on these developments is not affordable for the average person living in Nuneaton or Bedworth. Green belt land should not be used until the Brownfield land is used up.	N/A	A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. In regards to the Green Belt, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway
1.0142	1.0142.1	Dino Genders	n/a	N/A	N/A	F	HSG3	Local Plan	No	No	No	N/A	N/A	Green belt land should not be developed, especially when there is brownfield land available. There has been no consideration of traffic, environmental, recreational, community facilities (schools and doctors' surgeries) issues.	The area around the A444 would be better placed to accommodate development given its access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for
1.0142	1.0142.2	Dino Genders	n/a	N/A	N/A	F	HSG9	Local Plan	No	No	No	N/A	N/A	Green belt land should not be developed, especially when there is brownfield land available. There has been no consideration of traffic, environmental, recreational, community facilities (schools and doctors' surgeries) issues.	The area around the A444 would be better placed to accommodate development given its access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
1.0142	1.0142.3	Dino Genders	n/a	N/A	N/A	F	HSG10	Local Plan	No	No	No	N/A	N/A	Green belt land should not be developed, especially when there is brownfield land available. There has been no consideration of traffic, environmental, recreational, community facilities (schools and doctors' surgeries) issues.	The area around the A444 would be better placed to accommodate development given its access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0143	1.0143.1	William Graham	n/a	N/A	N/A	O	HSG5	Local Plan	No	No	No	Yes	Because the Plan directly impacts on the well being of this respondent as well as family and future generations.	Objection in relation to traffic infrastructure, medical health care overloading, destruction of natural beauty, and the Green Belt, irreplaceable extinction of flora, forma, insects, amphibians, mammals and birds. All will impact on the heritage and life of the local area.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
1.0144	1.0144.1	Tony Grant	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	Yes	Yes	Face to face discussions can be more effective.	The Plan is too vague and lacks sufficient detail. This respondent is in conflict with a number of the Plans Objections and states that it is unlikely that the Council will meet its requirements in relation to Green Infrastructure. Further, the respondent considers that there is insufficient infrastructure proposed to deal with the quantity of homes which will be provided. Further, this quantum of dwellings will also impact on the health of residents of the borough which is already considered to be poor.	N/A	The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications. The NPPF states that Councils should plan positively to create, protect, enhance and manage networks of biodiversity. The policy accords with this requirement. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with
1.0144	1.0144.2	Tony Grant	n/a	N/A	N/A	N/A	EMP7	Local Plan	No	No	Yes	Yes	Face to face discussions can be more effective.	This policy is not considered to be legally compliant as a result of its late insertion.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0145	1.0145.1	Mr Mathieu Evans	Gladman Development	N/A	N/A	N/A	DS3	Local Plan	No	No	No	Yes	To give further explanation to the points detailed in the attached examination, with particular regard to the Duty to Cooperate, housing numbers and site allocations.	The Policy arbitrarily restricts new development in Nuneaton and Bedworth and is inconsistent with the Framework.	N/A	All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the local area and its community. The policy allows development outside settlement boundaries but, is limited to agriculture, forestry, leisure and other uses that can be demonstrated to require a location outside of the settlement boundaries.

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1.0145	1.0145.2	Mr Mathieu Evans	Gladman Development	N/A	N/A	N/A	DS4	Local Plan	No	No	No	Yes	To give further explanation to the points detailed in the attached examination, with particular regard to the Duty to Cooperate, housing numbers and site allocations.	The plan fails to meet the OAN and the apportioned unmet need from Coventry. It fails to demonstrate that a 5 year land supply can be delivered and fails to adequately consider the site development options.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
1.0145	1.0145.3	Mr Mathieu Evans	Gladman Development	N/A	N/A	N/A	DS7	Local Plan	No	No	No	Yes	To give further explanation to the points detailed in the attached examination, with particular regard to the Duty to Cooperate, housing numbers and site allocations.	The document fails to justify the release of green belt land at the expense of non-green belt sites which could meet development needs.	N/A	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
1.0145	1.0145.4	Mr Mathieu Evans	Gladman Development	N/A	N/A	N/A	NE5	Local Plan	No	No	No	Yes	To give further explanation to the points detailed in the attached examination, with particular regard to the Duty to Cooperate, housing numbers and site allocations.	The policy is not conformity with the Framework.	N/A	The policy is in line with national policy. The NPPF says that valued landscapes should be protected and enhanced. Landscape planning policies should be informed by Landscape Character Assessments.
1.0145	1.0145.5	Mr Mathieu Evans	Gladman Development	N/A	N/A	N/A	BE4	Local Plan	No	No	No	Yes	To give further explanation to the points detailed in the attached examination, with particular regard to the Duty to Cooperate, housing numbers and site allocations.	The policy is not in conformity with the framework.	N/A	The policy is considered in accordance with the NPPF that states good design is indivisible from good planning and should contribute to making places better for people.
1.0146	1.0146.1	Roger Griffiths	n/a	N/A	N/A	D	HSG4	Local Plan	No	No	No	No	N/A	A number of concerns are raised in relation to: noise pollution, air pollution, traffic congestion, lack of school places and doctors. The loss of Green Belt and lack of heath and parks seem to abound in the south while the overspill seems to impound on this area of the country.	Brownfield sites should come forward before the Green Belt is developed.	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0146	1.0146.2	Roger Griffiths	n/a	N/A	N/A	D	HSG5	Local Plan	No	No	No	No	N/A	A number of concerns are raised in relation to: noise pollution, air pollution, traffic congestion, lack of school places and doctors. The loss of Green Belt and lack of heath and parks seem to abound in the south while the overspill seems to impound on this area of the country.	Brownfield sites should come forward before the Green Belt is developed.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with
1.0146	1.0146.3	Roger Griffiths	n/a	N/A	N/A	D	HSG6	Local Plan	No	No	No	No	N/A	A number of concerns are raised in relation to: noise pollution, air pollution, traffic congestion, lack of school places and doctors. The loss of Green Belt and lack of heath and parks seem to abound in the south while the overspill seems to impound on this area of the country.	Brownfield sites should come forward before the Green Belt is developed.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the
1.0146	1.0146.4	Roger Griffiths	n/a	N/A	N/A	D	EMP7	Local Plan	No	No	No	No	N/A	A number of concerns are raised in relation to: noise pollution, air pollution, traffic congestion, lack of school places and doctors. The loss of Green Belt and lack of heath and parks seem to abound in the south while the overspill seems to impound on this area of the country.	Brownfield sites should come forward before the Green Belt is developed.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0147	1.0147.1	Heather Hall	n/a	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Nuneaton is already one of the most densely populated town in England and traffic is horrendous, which will only be exacerbated by these proposed developments. There are already issues with community facilities especially in relation to schools and doctors. It seems that Nuneaton is under excessive pressure in relation to the other towns.	The A444 should be considered as it has good access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.

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1.0147	1.0147.2	Heather Hall	n/a	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Nuneaton is already one of the most densely populated town in England and traffic is horrendous, which will only be exacerbated by these proposed developments. There are already issues with community facilities especially in relation to schools and doctors. It seems that Nuneaton is under excessive pressure in relation to the other towns.	The A444 should be considered as it has good access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement.
1.0147	1.0147.3	Heather Hall	n/a	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Nuneaton is already one of the most densely populated town in England and traffic is horrendous, which will only be exacerbated by these proposed developments. There are already issues with community facilities especially in relation to schools and doctors. It seems that Nuneaton is under excessive pressure in relation to the other towns.	The A444 should be considered as it has good access to Coventry.	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth. Bedworth, as a defined town, therefore ranks second in the hierarchy. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0148	1.0148.1	Carole & John Ham	n/a	N/A	N/A	N/A	HSG7	Local Plan	Yes	No	Yes	N/A	N/A	Not in agreement with the location of this development as it will change the face of Bulkington.	N/A	Comments noted. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington.
1.0148	1.0148.2	Carole & John Ham	n/a	N/A	N/A	N/A	HSG8	Local Plan	Yes	No	Yes	N/A	N/A	Not in agreement with the location of this development as it will change the face of Bulkington.	N/A	Comments noted. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington.
1.0149	1.0149.1	Kathleen Harding	n/a	N/A	N/A	O	HSG3	Local Plan	No	No	No	No	N/A	Inadequate consultation, no consideration for the elderly and no consideration for current traffic problems.	The A444 should be considered as it has good access to Coventry.	The comments relating to the adequacy of public consultation is also noted. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms and consultation material has been made available in a range of formats over the course of the production of the Plan. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Borough Plan seeks to ensure that housing needs of the population are met by requiring a mix of housing types, sizes and tenures to be provided based on the need and demand identified within the most up to date SHMA. This includes consideration to the needs of older people within the Borough. The Borough Plan notes that the number of elderly people, in absolute numbers and as a proportion of the population is increasing significantly, and is expected to continue to do so. The Plan therefore seeks to ensure
1.0149	1.0149.2	Kathleen Harding	n/a	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	Inadequate consultation, no consideration for the elderly and no consideration for current traffic problems.	The A444 should be considered as it has good access to Coventry.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The Borough Plan seeks to ensure that housing needs of the population are met by requiring a mix of housing types, sizes and tenures to be provided based on the need and demand identified within the most up to date SHMA. This includes consideration to the needs of older people within the Borough. The Borough Plan notes that the number of elderly people, in absolute numbers and as a proportion of the population is increasing significantly, and is expected to continue to do so. The Plan therefore seeks to ensure that appropriate local housing options for an increasingly older population is provided, with a range of housing types (general market, supported specialist housing etc.) to cater for the varied health needs of older people. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and
1.0149	1.0149.3	Kathleen Harding	n/a	N/A	N/A	O	HSG10	Local Plan	No	No	No	No	N/A	Inadequate consultation, no consideration for the elderly and no consideration for current traffic problems.	The A444 should be considered as it has good access to Coventry.	The Borough Plan seeks to ensure that housing needs of the population are met by requiring a mix of housing types, sizes and tenures to be provided based on the need and demand identified within the most up to date SHMA. This includes consideration to the needs of older people within the Borough. The Borough Plan notes that the number of elderly people, in absolute numbers and as a proportion of the population is increasing significantly, and is expected to continue to do so. The Plan therefore seeks to ensure that appropriate local housing options for an increasingly older population is provided, with a range of housing types (general market, supported specialist housing etc.) to cater for the varied health needs of older people. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. Consultation process has been widely publicised across various platforms, in accordance with timeframes and
1.0150	no rep for this reference															
1.0151	1.0151.1	Matthew Hart	n/a	N/A	N/A	G	HSG9	Local Plan	No	No	No	Yes	Local resident	The fields at the end of Golf Drive have public footpaths that are legally protected paths, there is potential for a dangerous volume of road traffic, there is insufficient road infrastructure and the site lies within the Green Belt.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0152	1.0152.1	Sarah Hart	n/a	N/A	N/A	G	HSG9	Local Plan	No	No	No	N/A	N/A	The fields at the end of Golf Drive have public footpaths that are legally protected paths, there is potential for a dangerous volume of road traffic, there is insufficient road infrastructure and the site lies within the Green Belt.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.

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1.0153	1.0153.1	Christine Haydon	n/a	N/A	N/A	G	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, community facilities, environmental and recreational issues and inadequate consultation.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0153	1.0153.2	Christine Haydon	n/a	N/A	N/A	G	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, community facilities, environmental and recreational issues and inadequate consultation.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0153	1.0153.3	Christine Haydon	n/a	N/A	N/A	G	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, community facilities, environmental and recreational issues and inadequate consultation.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0154	1.0154.1	Philip Hickinbottom	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	The Plan uses Green Belt land for development and does not seem to use brownfield sites. There is no consideration of community facilities, schools, doctors surgeries or impact on existing traffic problems. There has also been inadequate consultation.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to
1.0155	1.0155.1	S Holland	n/a	N/A	N/A	N/A	HSG9	Local Plan	Yes	No	Yes	N/A	N/A	Leyburn Close should not be used as an access route, especially given that it has no pavements and verges. Further, the development lies within an area of high flood risk and this has not been given sufficient weight. Additional queries have also been raised with regards to this proposed development.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including
1.0156	1.0156.1	Michelle Holmes	n/a	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	This is Green Belt land, building on this land should not be permitted unless there are exceptional circumstances. The houses are set to be built on this land purely to accommodate the overspill from Coventry. This does not, however, fall within the definition of "Exceptional Circumstances". This allocation was not included within the 2015 draft Borough Plan. Nuneaton is being overloaded with housing. The roads are also over congested. The calculation for housing on which this allocation was based was made prior to Brexit, as a result, the calculation should no longer be considered valid.	The land at HSG9 should be excluded from the Borough Plan as it is Green Belt land and the criteria for "exceptional circumstance" has not been met. Further, NBBC should not be taking the overspill from Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies
1.0157	1.0157.1	Graham Hopkins	n/a	N/A	N/A	F	HSG4	Local Plan	Yes	No	Yes	No	N/A	There is an issue regarding lack of surface water provision. The site on which this proposed development is located is liable to flooding. Building development on this site will increase the flood risk and will make it ever more difficult for homeowners to insure their properties. There is also an issue with regards to increased traffic, it is without doubt that this proposed development will exasperate this issue.	N/A	The existing situation is noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including flooding, environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Furthermore, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0158	1.0158.1	David Gering	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	Yes	No	Yes	N/A	N/A	There should be no development on Green Belt land. The Council have failed to demonstrate an "exceptional circumstance" which allows such a development in this location. The OAN figures for Coventry are deemed incorrect and, as such, there is no need for this overspill and the subsequent additional housing developments. Further, there has been an over exaggerated economic growth. Historic trends show that economic growth is in fact not increasing at the rate that is anticipated, as such, the OAN should therefore be re-calculated.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA).The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Furthermore, the growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the
1.0159	1.0159.1	Nola Howe	n/a	N/A	N/A	R (Events forwarded by B.D.H.C)	Entire Plan	Local Plan	No	No	Yes	Yes	It may be necessary because the rules for submission of written submissions is not convoluted that it is difficult to be sure that the submission will qualify.	There has been insufficient notice of the consultation with no notifications made to set out when the public meetings will be held. Further, the quality of life should not be compromised because of Coventry's inability to house its population. The infrastructure in the borough is inadequate with hospitals being overstretched. The vague statement that "financial assistance" will be provided to alleviate this issues does not set out how and where these new doctors surgeries / schools will be built.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA).The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The comments relating to the adequacy of public consultation is also noted. The Council has undertaken public consultation on the Borough Plan in accordance
1.0159	1.0159.2	Nola Howe	n/a	N/A	N/A	R (Events forwarded by B.D.H.C)	HSG6	Local Plan	No	No	Yes	Yes	It may be necessary because the rules for submission of written submissions is not convoluted that it is difficult to be sure that the submission will qualify.	The proposed development at School Lane is on Green Belt land, which should not be released as it is essential land to prevent urban sprawl. The site is liable to flooding and roads around School Lane are wholly inadequate given that they are very narrow and members of the public park on either sides of the road, preventing the free flow of traffic. Further, development on this site will lead to an increase in air pollution and noise pollution and this will be unfair to make home owners subject to this. There are also unexploded bombs buried under this site (as logged by a previous Headmaster).	There are no modifications that would make this proposal acceptable.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local
1.0160	1.0160.1	Robert Dudley	n/a	N/A	N/A	F	HSG3	Local Plan	No	No	No	Yes	To outline the points made in this response as planners do not want to talk to the local population.	The land is Green Belt and is of agricultural value. Nuneaton is already over-crowded with housing developments and the plans demonstrate a clear lack of holistic planning with no thought to vital infrastructure. There is no plan to deal with the surrounding over congested roads, which will no doubt worsen with this proposed development.	There should be a focus for development around the A444.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0160	1.0160.2	Robert Dudley	n/a	N/A	N/A	F	HSG9	Local Plan	No	No	No	Yes	To outline the points made in this response as planners do not want to talk to the local population.	The land is Green Belt and is of agricultural value. Nuneaton is already over-crowded with housing developments and the plans demonstrate a clear lack of holistic planning with no thought to vital infrastructure. There is no plan to deal with the surrounding over congested roads, which will no doubt worsen with this proposed development.	There should be a focus for development around the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0160	1.0160.3	Robert Dudley	n/a	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	Yes	To outline the points made in this response as planners do not want to talk to the local population.	There was not a public consultation event at Whitestone.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future.
1.0160	1.0160.3	Robert Dudley	n/a	N/A	N/A	F	HSG10	Local Plan	No	No	No	Yes	To outline the points made in this response as planners do not want to talk to the local population.	The land is Green Belt and is of agricultural value. Nuneaton is already over-crowded with housing developments and the plans demonstrate a clear lack of holistic planning with no thought to vital infrastructure. There is no plan to deal with the surrounding over congested roads, which will no doubt worsen with this proposed development.	There should be a focus for development around the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented

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1.0161	1.0161.1	Patricia Hughes	n/a	N/A	N/A	F,G	HSG4	Local Plan	No	No	No	Yes	To be given an opportunity to air views.	The area of Bedworth Woodlands is one of the last remaining green area which are currently accessible to the public. The area designated for building is on a site liable to flooding. Infrastructure in the local area is also overstretched and additional housing will only worsen matters. Wildlife habitats will also be jeopardised.	Development should be alongside existing development. This development should be located on the old Pit Bank Site which would alleviate traffic issues close to Judd Close / Old Newton Road.	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including flooding, environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0162	1.0162.1	Tom Hughes	n/a	N/A	N/A	F,G	Entire Plan	Local Plan	No	No	No	Yes	To be given an opportunity to air views.	The Local Planning Authority have not engaged constructively, with very minimal consultation. Further, there has been insufficient detail in the LDS as to explaining the purpose of the Local Plan and setting out its timeline. The Council have also failed to engage how they should and it appears that Planning Regulation 2012 has not been reached. This Plan is illogical, unsustainable, unsound and should be abandoned.	N/A	The Council have provided a Local Development Scheme in line with National Planning Requirements. Within this document, a timetable has been published, setting out the emerging Local Plan's progress. Further, a separate document titled "Local Development Scheme Timetable" is also available online to view. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0162	1.0162.1	Tom Hughes	n/a	N/A	N/A	F,G	HSG4	Local Plan	No	No	No	Yes	To be given an opportunity to air views.	The area proposed for development is liable to flooding, there is insufficient infrastructure to accommodate the demand likely to arise from this proposed development. There has been insufficient consultation in relation to this proposed development. The proposed development is located on Green Belt and therefore development in this location is not consistent with national policy.	There should be an explanation as to how the flooding and infrastructural issues will be overcome.	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including flooding, environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Furthermore, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan.
1.0163	1.0163.1	JB Hunt	n/a	N/A	N/A	N/A	HSG5	Local Plan	Yes	No	Yes	No	N/A	The local infrastructure would be unable to cope with this proposed development, which will also result in increased air and noise pollution. There is insufficient capacity at the local medical centre and the local highway network is overstretched. The schools in the local area are also oversubscribed, which will only worsen if this development comes forward. This proposed development would also worsen litter and other environmental issues in the local area.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation.
1.0164	1.0164.1	SL Hunt	n/a	N/A	N/A	N/A	HSG5	Local Plan	Yes	No	Yes	No	N/A	There are existing traffic issues in the local vicinity and issues of anti-social behaviour which will only worsen with this proposed development. The local infrastructure would be unable to cope with this proposed development and it is unlikely that the houses will benefit the local people as the house prices are unlikely to be affordable to the young local residents. The rural nature of the surrounding area should be preserved.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1,
1.0165	1.0165.1	Vincent Jackson	n/a	N/A	N/A	F	HSG5	Local Plan	Yes	No	Yes	No	N/A	There are major traffic issues on Hospital Lane and the road requires updating. Development should not be built in this location as it is on Green Belt and is currently used as good quality agricultural land. Further, there are major flood issues on this site, which will only worsen if this site is to be developed.	N/A	The existing situation is noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. In terms of the potential traffic impact, all proposed strategic and employment allocations have been
1.0165	1.0165.2	Vincent Jackson	n/a	N/A	N/A	F	EMP7	Local Plan	Yes	No	Yes	No	N/A	There are major traffic issues on Bowling Green Lane, this will only worsen with the proposed development and also increase in air pollution. There are also existing flood issues related to this site, building on this site will worsen flooding in other areas.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid

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1.0165	1.0165.2	Vincent Jackson	n/a	N/A	N/A	F	Entire Plan	Local Plan	Yes	No	Yes	No	N/A	Bedworth should not have to take the houses from Coventry. Coventry are only interested in building student accommodation and are solely building student accommodation.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0166	1.0166.1	Wendy Jenkins	n/a	N/A	N/A	B	Entire Plan	Local Plan	Yes	No	Yes	No	N/A	No consideration has been given to traffic problems in Whitestone, infrastructure is inadequate to be dealing with this volume of development. We do not require this additional amount of housing in Nuneaton and Bedworth.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. NBBC have carefully considered its ability to assist with the provision of any further development sites to contribute to the needs of Coventry City Council, but this
1.0167	1.0167.1	J Jephcott	n/a	N/A	N/A	N/A	HSG4	Local Plan	Yes	No	Yes	No	N/A	Additional pressures on current waterways and the site is liable to flooding. The current road network will be unable to cope with such a development, which will subsequently leave to gridlocked roads. In 2012, the Council stated its commitment to returning the woodlands to the Green Belt, in 2015 this was reversed, with no consultation exercise. The infrastructure requirements associated with this development are far in excess of what is being offered. Further, the proposed development would impact on protected species, some of which have not been mentioned in the Habitats Directive. The character of the area would be destroyed from this proposed development.	This proposed development on this site should be reduced to circa 300 dwellings.	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including flooding, environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0168	1.0168.1	Tania Jones	n/a	N/A	N/A	D,O	HSG3	Local Plan	No	No	No	No	N/A	There has been no meeting in Whitestone regarding these plans. Further, the land which is proposed to be built is prime agricultural land and is also a natural, unspoilt, and unpolluted land and should not be developed. The land also is a haven for wildlife and the proposed development would destroy this. This parcel of land is also Green Belt and should not be developed until all brownfield sites have come forward first. There are also major traffic issues in the area which will only worsen if this proposed development is brought forward.	Development should be along the A444 which has better access to Coventry.	Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of
1.0168	1.0168.2	Tania Jones	n/a	N/A	N/A	D,O	HSG9	Local Plan	No	No	No	No	N/A	There has been no meeting in Whitestone regarding these plans. Further, the land which is proposed to be built is prime agricultural land and is also a natural, unspoilt, and unpolluted land and should not be developed. The land also is a haven for wildlife and the proposed development would destroy this. This parcel of land is also Green Belt and should not be developed until all brownfield sites have come forward first. There are also major traffic issues in the area which will only worsen if this proposed development is brought forward.	Development should be along the A444 which has better access to Coventry.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be
1.0168	1.0168.3	Tania Jones	n/a	N/A	N/A	D,O	HSG10	Local Plan	No	No	No	No	N/A	There has been no meeting in Whitestone regarding these plans. Further, the land which is proposed to be built is prime agricultural land and is also a natural, unspoilt, and unpolluted land and should not be developed. The land also is a haven for wildlife and the proposed development would destroy this. This parcel of land is also Green Belt and should not be developed until all brownfield sites have come forward first. There are also major traffic issues in the area which will only worsen if this proposed development is brought forward.	Development should be along the A444 which has better access to Coventry.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated
1.0169	1.0169.1	Peter Jones	n/a	N/A	N/A	F, G and O	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems or community facilities. The A444 seems like a more obvious location for development. Nuneaton and Bedworth seem to have to carry a large amount of the housing burden.	N/A	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0169	1.0169.2	Peter Jones	n/a	N/A	N/A	F, G and O	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems or community facilities. The A444 seems like a more obvious location for development. Nuneaton and Bedworth seem to have to carry a large amount of the housing burden.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	**Name**	**Organisation**	**Name**	**Organisation**	**How did you find out about this Consultation? (A-R see key)**	**Policy number**	**Policies Map / Other document**	**Legally Compliant (yes / no)**	**Sound (yes / no)**	**Complies with Duty to Cooperate (yes / no)**	**Appearance at Examination (Yes/No)**	**Justification for Appearance at Examination**	**Summary of comment**	**Suggested Modifications**	**Officer response**
1.0169	1.0169.3	Peter Jones	n/a	N/A	N/A	F, G and O	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems or community facilities. The A444 seems like a more obvious location for development. Nuneaton and Bedworth seem to have to carry a large amount of the housing burden.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0170	1.0170.1	Gail Jones	n/a	N/A	N/A	F, G and O	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems or community facilities. The A444 seems like a more obvious location for development. Nuneaton and Bedworth seem to have to carry a large amount of the housing burden.	N/A	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0170	1.0170.2	Gail Jones	n/a	N/A	N/A	F, G and O	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems or community facilities. The A444 seems like a more obvious location for development. Nuneaton and Bedworth seem to have to carry a large amount of the housing burden.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0170	1.0170.3	Gail Jones	n/a	N/A	N/A	F, G and O	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems or community facilities. The A444 seems like a more obvious location for development. Nuneaton and Bedworth seem to have to carry a large amount of the housing burden.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0171	1.0171.1	Revd Don Jones	N/A	N/A	N/A	Q	HSG2	Local Plan	N/A	No	N/A	N/A	N/A	The proposed allocation is unsustainable. The entire road system cannot take the current levels of traffic. Heath Ed Road congestion at peak times with current levels of traffic. Proposals to improve the junctions would not resolve the fundamental problem. A further 1500+ is grossly irresponsible and entirely unsustainable. Also refers to earlier submission for further points.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0171	1.0171.2	Revd Don Jones	N/A	N/A	N/A	Q	Entire Plan	Local Plan	N/A	No	N/A	N/A	N/A	Asks the Inspector to look at the entire Borough Plan and comment on the fundamental case for why it has to accommodate so much extra housing in an area inherently unable to cope. Also refers to earlier submission for further points.	N/A	The Plan is considered compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
1.0172	1.0172.1	Clive & Julia Jones	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	No	N/A	No	N/A	Object in the strongest possible terms to the allocation. Concerns relate to traffic, loss of green belt, loss of ecology, drainage and demand for school/health facilities. There are a number of aspect to be addressed to maintain at best the existing level of amenity and quality of life. Areas of concern include: loss of agricultural land that provides a buffer between Coventry and Bedworth; loss of access to local amenity; loss of ecology/biodiversity; endangers mature oak trees; increases vehicle movements and pollution potential; increase demand for school and health facilities; difficult site access; surface water run off; it is conjectured possibly 13 unexploded wartime bombs in the vicinity; derelict land nearby Hawkesbury would benefit from development (former golf course). In addition to the site allocation, a public inquiry in the 1970s refused development of the site for light industrial use, due to loss of amenity; the land was subsequently zoned as Green Belt; a survey of the Exhall Area Flora and fauna by Ash Green pupils 'A Rough History of Exhall juxta Coventry' (1997) indicates need for strict ecological study to ensure well-being of any rare species; a traffic survey completed prior to the public inquiry in 1970's carried out at the junction of School Lane/Bayton Road recorded 13,000 vehicle movements between 6am-8pm. Now greatly increased without the introduction of fresh traffic. With the proximity of the M6 motorway junction 3 this can lead to diversions through the area and the presence of power lines over the site, potential problems that suggest it is not a wise decision to propose housing on the site.	N/A	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site.

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1.0173	1.0173.1	David Higgott	N/A	N/A	N/A	M, N, 0	EMP7	Local Plan	No	No	No	Yes	N/A	the council has not notified all the small businesses of the area as required by law; no notice of the intended plans have been received by local businesses on Bayton Road or Blackhorse Road; changes will impact traffic flow in the area; no exceptional circumstances have been demonstrated; increase of industrial/business traffic will increase commuting noise, pollution and traffic; no support of the local people as required by ministerial guidance; council has not given appropriate weight to loss of biodiversity; damage to leisure, recreation education, ecosystem, landscape and health; Brexit likely to jobs a significant effect, population growth in Coventry expected to fall and as such no need to take overspill population under DtC; not fully considered the infrastructure required; NPPF does not say OAN must be met in full, fail to understand important qualifications and caveats; impact of losing greenbelt long lasting, irreversible effects. increase industrial and business units is unsound and unlawful.	no modifications can make the plan legally compliant or sound, the area will not be able to cope with the increased volumes of traffic and added heavy pollution.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for
1.0174	1.0174.1	Elizabeth Keenan	N/A	N/A	N/A	N	HSG7	Local Plan	No	No	No	No	N/A	Not considered legally compliant / DtC as insufficient prior notice of the plan to 496 houses in Bulkington (west) and 196 houses in Bulkington (East), very brief letter received from the council on 30.01.2017, but not aware of any plans to build these houses prior to this date.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012).The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The identification of land at Bulkington has also been considered through the Sustainability Appraisal process.
1.0174	1.0174.2	Elizabeth Keenan	N/A	N/A	N/A	N	HSG8	Local Plan	No	No	No	No	N/A	not considered legally compliant / DtC as insufficient prior notice of the plan to 496 houses in Bulkington (west) and 196 houses in Bulkington (East), very brief letter received from the council on 30.01.2017, but not aware of any plans to build these houses prior to this date. Attended a consultation meeting but did not feel it gave sufficient facts about the hosing development. There was no formal presentation and due to the number of people it was not possible to study the information available. the proposals for a large number of houses in West Bulkington is not sound. it will result in the area being a large housing estate with few facilities, stretching into Bedworth. Traffic congestion will be sever especially at Peal times, including Bedworth Road which is already experiencing heavy traffic at school times. additional housing off Severn Road and Bedworth Road will be brunt to a standstill. Access for emergency vehicles will be difficult. the needs of disabled people have not been considered, particularly where they cannot walk or cycle more than a short distance. Gap appointments will be harder to gain, along with disabled parking spaces. Although a better bus service will be good, this does not help disabled people who are unable to use public transport. these plans will take away rights to a certain quality of life, with green fields and countryside nearby. There are areas of the borough less densely populated and the Council could have distributed the housing development much more fairly across the borough.	if housing has to take place on this site it should be much smaller in scale (50-100 max). Planning housing should be it should be spread out more equally to less densely populated area	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highways impact. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The Council acknowledges that additional infrastructure will be required to support new planned development. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees.
1.0175	1.0175.1	Terry Killen	N/A	N/A	N/A	B	HSG7	Local Plan	No	No	No	N/A	N/A	Lack of infrastructure to meet housing requirements, schools etc. Bramcote Close, Bulkington too narrow to take through traffic.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the
1.0176	1.0176.1	Rowland Logg	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, environmental or recreational issues.	why does Nuneaton have to carry the housing burden, A444 area should be used given the road access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0176	1.0176.2	Rowland Logg	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, environmental or recreational issues.	why does Nuneaton have to carry the housing burden, A444 area should be used given the road access to Coventry.	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth. Bedworth, as a defined town, therefore ranks second in the hierarchy. The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA and considered in the Sustainability Appraisal. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the development should have been established, however further consideration will be given through Masterplans and application submissions as they emerge. Where necessary, any new development will be supported by contributions to infrastructure improvements to ensure that new development does not add to existing highway problems.
1.0176	1.0176.3	Rowland Logg	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, environmental or recreational issues.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out

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1.0177	1.0177.1	Peter Lee	N/A	N/A	N/A	F, N, O	Entire Plan	Local Plan	No	No	No	Yes	N/A	The Plan is 6 years late and carried out in a haphazard and secretive manner. There are no jobs to support the additional houses and no realistic strategy for creating jobs by Nuneaton & Bedworth BC for the last 30 years. Almost all new residents will need to travel outside of the borough to work. Pollution levels underestimated on narrow access points to the town centres and are understated for current car use not taking into account. most of the houses located on the outskirts of the town, former restraint areas, contrary to Countryside Policy ENV3. there are low levels of demographs due to poor health, education, ageing population, lack of jobs, run down town centres which the high housing numbers do not address. Council have not addressed over forty years the downward trajectory in the quality of life. Insufficient hospital facilities; inadequate school places, GP provision and road system. NBBC failed to remediate 1500+ homes empty for a long time, which they created a private company in 2013.	reduce the housing numbers to the local natural population growth and not the inflated figures proposed.	The Plan is considered compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. The Plan is considered compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to
1.0178	1.0178.1	Martyn Jones	N/A	N/A	N/A	N	Entire Document	Proposals Map	No	No	No	No	N/A	Nuneaton is already overloaded. It proposed green belt land instead of brownfield sites. Traffic problems haven't been considered. Why does Nuneaton have to carry the housing burden?	N/A	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria.
1.0179	1.0179.1	David Manners	N/A	N/A	N/A	F, O	Entire Plan	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, community facilities such as schools and doctors, which is already a problem.	why does Nuneaton have to carry the housing burden, A444 area should be used given the road access to Coventry.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0180	1.0180.1	Ralph and Janet May	N/A	N/A	N/A	N/A	DS5	Local Plan	N/A	No	N/A	N/A	N/A	Object to the development of 127 houses on green belt lane, Burbages Lane, Ash Green (ref NUN286/NUN317). NPPF is clear Green belt boundaries should only be amended in exceptional circumstances. The green belt has been zealously protected by the council as a buffer between Bedworth and Coventry. This development would greatly erode this buffer. It would put pressure on the loss of open spaces and there would be significant loss of wildlife habitat. A recent approval for 47 houses has already eroded some of the Green Belt. Burbages Lane is already under pressure and at peak times extremely busy with cars, this development would significantly increase traffic. Several schools in the immediate vicinity and increased traffic would increase an already difficult environment.	N/A	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
1.0180	1.0180.2	Ralph and Janet May	N/A	N/A	N/A	N/A	DS7	Local Plan	N/A	No	N/A	N/A	N/A	object to the development of 127 houses on green belt lane, Burbages Lane, Ash Green (ref NUN286/NUN317). NPPF is clear Green belt boundaries should only be amended in exceptional circumstances. The green belt has been zealously protected by the council as a buffer between Bedworth and Coventry. this development would greatly erode this buss. It would put pressure on the loss of open spaces and there would be significant loss of wildlife habitat. A recent approval for 47 houses has already eroded some of the Green Belt. Burbages Lane is already under pressure and at peak times extremely busy with cars, this development would significantly increase traffic. several schools in the immediate vicinity and increased traffic would increase an already difficult environment.	N/A	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
1.0181	1.0181.1	Gill May	N/A	N/A	N/A	F	NE2	Local Plan	Yes	No	Yes	No	N/A	Need for green spaces, parks (plus update to existing such as Butter mere Avenue). There is little green space in Nuneaton	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0181	1.0181.2	Gill May	N/A	N/A	N/A	F	H1	Local Plan	Yes	No	Yes	No	N/A	need for a mixed housing provision, not 4/5bedroom units	There is a need for a mix of housing, not all 4 or 5 bedroom executive homes in north Nuneaton	Policy H1 is informed by the SHMA, which assesses the full local housing need, based on statistical evidence and survey data, and makes informed recommendations about the required mix of all housing types, sizes and tenures. A range of factors that influence demand are all accounted for in the SHMA process. The SHMA is regularly updated to respond to such changes and to provide a current evidence base that informs decision-making related to housing and planning.
1.0181	1.0181.3	Gill May	N/A	N/A	N/A	F	Entire Plan	Local Plan	Yes	No	Yes	No	N/A	there is a need for additional primary and secondary school places, including an additional secondary school to reduce pressure on Higham Lane and serve North Nuneaton. Need for additional services, doctors 2 week wait at Leicester road and local dentist not taking on NHS; traffic congestion along Long Shoot, will be increased with housing, and increase congestion and pollution affecting health; town centre needs urgent attention; additional housing would need retail outlets to improve accessibility for elderly who cannot travel; public transport cut backs; and problems on M6/1 serious implications to A5 and repercussions to local roads.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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1.0182	1.0182.1	Renee McAuslan	N/A	N/A	N/A	O	EMP7	Local Plan	No	No	No	Yes	N/A	There are no clear exceptional circumstances to justify the policy and there has been no attempt to involve the community. The sustainability of the plan is not clear as it is not places on solid facts. It will cause severe traffic and noise pollution, danger to the environment and young residents and elderly. Wishes to participate in examination as directly in front of the proposed site and it would have a huge impact. there are ample industrial units in the vicinity.	no modification can justify the plan for EMP7, it will create nothing of value to the area.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. There is
1.0183	1.0183.1	John McAuslan	N/A	N/A	N/A	O	EMP7	Local Plan	No	No	No	Yes	N/A	Exceptional circumstances no demonstrated and the increase in noise, traffic and pollution will be catastrophic. Total disregard for sprawl and green belt. There is no local support and recreational benefits will be cut with safety of children ignored. wishes to participate as strongly again the plan and there are industrial units 1 mile way that are empty and unused, but still causes severe traffic congestion at sporadic times.	no modification to justify the disregard for the environment and its local citizens	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new
1.0184	1.0184.1	Margaret McDonagh	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	Not enough doctors, schools, no community facilities and traffic situation would be terrible.	Don't want increase in traffic, as it is a peaceful area. Should be directed to A444 Road to Coventry.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0185	1.0185.1	Patrick McGeown	N/A	N/A	N/A	D, Q, O, R (neighbourhood designed poster and leaflets)	DS7	Local Plan	No	No	No	Yes	N/A	Green Belt is unlawful, unsound and does not meet DtC: (1) exception circumstances not demonstrated in accordance with law and policy; (2) building on the GB in and around Bedworth will increase commuting, noise, traffic, and pollution; (3) no support from the local people, as required by ministerial guidance; (4)the Council have not properly weighed the requirement for the GB to be permanent, nor the hazard of urban sprawl. Insufficient weight given to loss of bio-diversity, same to recreation, leisure, education, ecosystems, landscape and health as recognised by NPPF9; (5) Brexit likely to significantly effect anticipated population growth in Coventry, expected to fall, and avoids need to take on overspill housing. There is nothing in policy status or case law that supports the assertion that a parcel of land meeting 5 of the GB objectives is more deserving of staying in the GB that a parcel which meets one of the purposes. This is not a permissible approach by Gallagher. There is and must be, that exceptional circumstances exist which necessitate removal from the GB. The Council has not correctly read the NPPF, it does not say the OAN always must be met in full. It has not understood the very important qualifications and caveats: exceptional circumstances not demonstrated to 'necessitate' change of the green belt; building low density 4-5 bedroom homes into the countryside is the very paradigm of how urban sprawl proceeds; unmet housing is not an exceptional circumstance and the council has failed to provide convincing arguments. Overall the removal of land from the Bedworth and surrounding areas' Green Belt is unsound and unlawful. Wish to participate at examination to ensure the Government appreciates the extent of local objection, and reinforce the lack of foresight and	There is nothing the Council can do to make the building of houses on the green lung area of Bedworth (HSG6) acts as a green lung boundary between Coventry and Bedworth. The land was granted Green Belt status in the 1970s, along with a statement that it should remain to protect against urban sprawl and prevent Bedworth becoming absorbed by its neighbouring city to prevent loss of its identify and rural status. in addition it would also mean chopping down a plethora of oak trees, removing natural water and flood defences. Oak tree absorbs 58 gallons of water, which means the site would become waterlogged and flooded.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is justified by the evidence base. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt
1.0186	1.0186.1	Lawrence Mockford	N/A	N/A	N/A	B	HSG7	Local Plan	Yes	No	Yes	Yes	N/A	The field adjoining Nuneaton Road is subject to flooding, particular after several hours of rain the two rivers overflow. The water flows into the Ashby canal and overflows to form River Anker. Building will cause flooding in the area, can the EA confirm this. Would like to participate in the examination given local knowledge of the field.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals.
1.0187	1.0187.1	Brian Moore	N/A	N/A	N/A	A, N	HSG5	Local Plan	Yes	No	Yes	No	N/A	1) Road Access Width - from Hospital Lane (major entrance) bus has difficulty turning into hospital lane because of the road width and parked cars at the junction. At the other junction Goodyers End Lane, bus had difficulty negotiating parked vehicles. Also seen lorries stuck because of the parked cars. 2) At the eastern end of the site - previous application resided as the road access was inadequate. Namely Jeffery close, Maynard Ave leading to the field. Humphrey Davey Road also. too narrow for large vehicles. therefore access from eastern end would appear not to be possible. Health and safety question - loss of land for growing crops and concern insufficient land to provide food.	more land needed for growing food to replace land lost for other purposes.	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available
1.0188	1.0188.1	Louise Parker	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	No	N/A	N/A	N/A	Recognise local authorities have to provide significant housing over the coming years but just because stipulated by Government is not an acceptable reason to build on wholly unsuitable sites. Policy has not been positively prepared and is flawed in respect of development and infrastructure requirements. 1) Woodlands Lane floods significantly during heavy rainfall, making it impassable. The water table is beyond capacity, surrounding land is water logged. 2) local infrastructure and traffic will not be alleviated by potential alterations: Woodland lane to Heath road at school times, current unacceptable queues; Pm time Astley lane / red Lane crossroads; A444 NB from Griff Island towards Nuneaton. requests the following to be acknowledged: building work for HSG4 causes significant flooding and grazing land becomes unfit for purpose, expect NBBC to cover cost of any rent increase; NBBC to cover cost of annual close increase associated with Dove Close subject to increased premiums; if Dove Close becomes 'unsaleable' due to flood risk or infrastructure issues, NBBC to accept liability and affords relevant compensation.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers, and policy requirements are supported by an Infrastructure Delivery Plan which sets out details for these on-site items. The Borough Plan requires
1.0189	1.0189.1	Richard Briggs	N/A	N/A	N/A	O	Consultation Strategy	Local Plan	N/A	No	No	No	N/A	the length of consultation was very short with little promotion or opportunity for people who work to attend the public meetings. Given the size of the document and amount of data, the length of time to adequately review on it is unacceptable. Not in accordance with best proactive for public sector public consultation.	a thorough Borough wide Public Consultation with meetings in each ward, during the day, in the evening and at weekends too allow constituents to attend.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.

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1.0189	1.0189.10	Richard Briggs	N/A	N/A	N/A	O	EMP1	Local Plan	N/A	No	N/A	No	N/A	concern regarding the scale of the building such as that as the 'Dairy Crest' style building previously erected at Bermuda Park which dominates the skyline is not consented; and the type of consented activity / industrial use such that noise is not carried across the site and carried into existing residential communities.	screening by greenery to hide all industrial buildings from view and that a suitable acoustic barrier is incorporated into the screening measures.	Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions. Further, in the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The requirements have been informed by discussions with key stakeholders and service providers.
1.0189	1.0189.2	Richard Briggs	N/A	N/A	N/A	O	Entire Document	Infrastructure Delivery Plan	N/A	No	N/A	No	N/A	Para 6.4 - No new railway stations proposed to support the growing population which will add strain to an already saturated highway. Sole reliance on an unregulated bus marker could result in new development not having adequate public transport provision or appropriate travel plans. Need to be more specific improvements and contributions from developers towards transport infrastructure investment.	Plans need to show a park & ride at Bermuda Park located off Old Coventry Road so that it can be adjacent to the station. A recent WCC application is for down the site of Georges Way and would take away employment land UPS want to develop. Users would potentially have to cross a high speed rat relief road if the unsustainable Bermuda Bridge project goes ahead. Access for this should be limited for sustainable transport modes only and the existing cycling and pedestrian routes protected. NBBC should liaise with the new West Midlands Rail franchise, WCC and WMCA to identify sites for new stations in Nuneaton to protect from development. Sites in Stockingford / Galley Common should be identified in the plan and contributions from all new developments within West Nuneaton.	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the
1.0189	1.0189.3	Richard Briggs	N/A	N/A	N/A	O	Entire Document	Infrastructure Delivery Plan	N/A	No	N/A	No	N/A	Para 6.18 appears out of date. A lot of development has occurred in Nuneaton since 2012 and it should be updated to reflect this. Updated Strategic Transport (STA) has a number flaws in relation to traffic modelling. There is serious anomalies in the base data (1. 2015 Base Model; 2. 2031 Reference; 3. 2031 Local plan Model) - the base model traffic flows the classification of flows do not represent real world scenarios - no HGVS are recorded along Bermuda Rd despite that Hermes and Ralph Coleman International both have major HGV trailer parks on Hazell Way with Bermuda Road being the only means of access. (image from google maps provided). In 2015 CCTV traffic survey cameras suggests no HGVS are present in 24 hour period. This same model is being used to assess air quality but a significant source of harmful emissions is missed. This will result in an underestimate in the traffic impact and environmental issues. Similar issue exists for the base model reports on the Arbury View estate lots of HGVs yet no industrial premises on this estate. suggests the base model is flawed. Traffic disappears from the 2031 Local Plan models. Taking Bermuda Rd, traffic disappears from the model mid route within the traffic links (image provided). Further studies are required to test the Borough Plan against accurate and consistent data, and the impacts upon the transport infrastructure, noise and air quality assessments.	The traffic models should be thoroughly reviewed and revalidated to ensure traffic doesn't of missing within the traffic links and the inputs accurately represent recorded survey information. The Base Model should be updated along with any future 2031 models.	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the
1.0189	1.0189.4	Richard Briggs	N/A	N/A	N/A	O	HSG3	Local Plan	N/A	No	N/A	No	N/A	the new housing development have insufficient local plans and destination parks. NBBC are removing the popular trees in the local park in Maple Park. These should be replaced as they provide screening and ecological benefits. The massive housing development as HSG3 has insufficient screening to existing communities along Marston lane and to open green belt along Gypsy Lane. It is inappropriate given the green belt that developments will be able to build right up to the We Brook Way. The mature tree line to the east of the site needs to be retained. need to avoid similar events such as Weddington road mature trees taken down, and Eastboro. Access should not be provided from Marston lane as this would impact Destination Park and cycle/walk routes to We Brook. Developers should be responsible for the realignment of Gypsy Lane which has a very poor accident record (extract crashrecords.co.uk provided). A second link into Griff Island vis EMP1 would provide a better link into the A444	New local parks are a key requirement of new housing and provided in HSG3 to avoid over saturation of minimal facilities in Maple Park. The park along Wembrook Way should be doubled in size to provide screening and to compensate for loss of green space. The eastern mature trees should be retained/protected. Cycle/walkway, and green corridor should be provided. there should be a commitment to realign and widen Gypsy Lane. Junction of Gypsy Lane and Coventry Road between Griff Island and Gypsy Lane needs to be signalised for the increase in traffic and access provided of Gypsy Lane or via EMP1.	In line with national planning policy, the Borough Plan recognises the importance of access to open space for the health and well-being of communities. The policies in the Borough Plan will create an improved network of publically accessible and linked open space, protect and enhance existing biodiversity features, and create opportunities to incorporate 'green infrastructure' features in new development. Masterplans and detailed planning applications will need to consider all constraints and opportunities. Any development proposals will need to accord with other policies within the Plan (such as NE1, NE2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
1.0189	1.0189.5	Richard Briggs	N/A	N/A	N/A	O	HSG3	Local Plan	N/A	No	N/A	No	N/A	Not wholly opposed to new development, accept if may be required, its scale and form need to be appropriate when built on green belt. Number of concerns regarding HSG3: density too high; 2 and a half / three storey housing not appropriate, similar at Bermuda Park blots the skyline and results in little daylight for residents; deliver adequate community facilities within walking distance of existing estates, limited provision in Marston lane; commitment for school provision must be sustainable and reduce car journeys; support any transport improvements/upgrades required along Gypsy Lane; insufficient screening to existing communities along Marston Lane and Gypsy Lane; ensuring commitments for walking, cycling and screening measures cannot be removed at a later date; bus service via Marston Road should be provided; small landscape buffer along the southern edge is not sufficient. Provision of a local centre is a must, planners have previously failed by not ensuring developments at Maple Park and Bermuda Park have delivered new community facilities. cafes, shops, schools, along with the communities hall are required.	Density to be reduced and limit to two storey buildings; provide local centre and public house / restaurant facilities; medical centre; new school; Gypsy Lane improvements, signalised junction; destination park along Wembrook Way should be doubled in size; green corridor along the west of the site; large green strip; adequate sustainable urban drainage systems.	Noted. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
1.0189	1.0189.6	Richard Briggs	N/A	N/A	N/A	O	DS5	Local Plan	N/A	No	No	No	N/A	The density of housing is too high. More sites for housing of a high quality nature across the borough should be identified. Why are the massive housing estates concentrated in particular areas and they not spread out along sustainable transport corridors	the housing density at HSG3 should be reduced and spread out across the borough to lessen the burden. The proposed density at Gypsy Lane is greater than that proposed in Arbury and Weddington, but there is no logical reason for the difference.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The housing numbers set out in the allocations indicate the approximate minimum numbers of units required to be delivered on each site. The figures are based on the evidence provided through the 'Call for Sites' by land owners and are not intended to be prescriptive, or a specified maximum or minimum, but a target figure. The number of units and density of development that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate evidence, as they emerge. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The growth figures and subsequent housing and employment needs for the Borough have evolved during
1.0189	1.0189.7	Richard Briggs	N/A	N/A	N/A	O	DS7	Local Plan	N/A	No	N/A	No	N/A	there should be a policy to force developers to regenerate all brownfield sites before any Green Belt is removed. So much green space is being lost to accommodate overspill from Coventry. The amenity of existing and future residents need to have a higher degree of protection.	housing developments should be more specious and have a green space for residents and provide community facilities. The housing density should be reduced to a realistic level. Allocate housing to brownfield sites that need redevelopment to spread out the impact across the Borough.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria.
1.0189	1.0189.8	Richard Briggs	N/A	N/A	N/A	O	HSG1	Local Plan	N/A	No	N/A	No	N/A	the size of new housing is immense, with insufficient infrastructure measures to cope with the increase in road traffic that will occur. Nuneaton's ring road is gridlocked and a key factor for this is there only one bridge over the West Coast Railway Line. The road system cannot cope with the existing traffic. The measures in the Strategic Transport Assessment is inadequate.	should be a requirement that a new highway crossing of the railway to create a northern bypass to the town centre that links the two sites HSG1 and HSG11. this would benefit all and assist in mitigating air quality issues in the town centre.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan					Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-H see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Qualification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
C-0189	C-0189.9	Richard Briggs	N/A	N/A	N/A	C	HG12	Local Plan	N/A	No	N/A	No	N/A	support a distributor link road through the HG12 allocation but the developers of this site must deliver a Bypass to West Nuneaton that does not directly affect existing householders and communities within the area. A condition of starting development on this land should be the construction of the Nuneaton Western Bypass/Distributor Road. The construction of any housing development in West Nuneaton - bypass the connection of Bermuda Road to St Georges Way which should be maintained as a safe route for sustainable travel.	A requirement for developers of HG12 to construct a Western Bypass prior to commencing works on the site. HG12 corridor improvements except for Bermuda Bridge which is unsustainable should be implemented before development of any strategic sites in Nuneaton.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel.
C-0190	C-0190.1	Jacqueline Newman	N/A	N/A	N/A	N/A	HG15	Local Plan	N/A	No	N/A	N/A	N/A	NHS is under more pressure and harder to make appointments at Baddon Medicentre. Over past few months cant make appointments instead having to speak to the doctor to see if need an appt. this will be worse with more housing. Also there is no public transport from the surgery on Goodyers End Lane. Who would provide the financial contribution and there does it leave people who rely on the surgeries. Also with more housing, will there be more visible policing, there is no policies station and never see any community police officers. the field for the proposed housing is always waterlogged when it rains and therefore need suitable drainage. speed limit on Hospital Lane should be reduced. Sorry to see buildings on the green open spaces in the area, they are well used by walkers and children.	There should be a new Cugley build and provision to make sure there are sufficient doctors and staff to run it	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities. NBBC undertook an updated Strategic Flood Risk Assessment in 2019 to ensure that the Borough Plan's approach to consideration has been given to flood risk at all stage of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website : www.nuneatonandbedworth.gov.uk/boroughplan. All planning applications will be assessed by statutory
C-0191	C-0191.1	Jamie Beck	N/A	N/A	N/A	N/A	R6a	Retail and Leisure Study Update	N/A	No	N/A	N/A	N/A	Retail and Leisure Study Update: table 8.16 swimming should not be classed in the same category as gym/health club, as not all gyms provide swimming. Table 8.16 shows Nuneaton and Bedworth to 1,500 new gym and health and fitness members will be required, however this does not consider the swimming needs of the borough. Pingles Swimming pool is currently over subscribed, with changing and shower facilities fully occupied for several minutes before green. the facilities are not keep in a good condition in comparison to neighbouring Hinckley.	N/A	Noted.
C-0191	C-0191.2	Jamie Beck	N/A	N/A	N/A	N/A	HG12	Local Plan	N/A	No	N/A	N/A	N/A	There is only a primary school planned, but where will the additional secondary school be allocated? The local secondary school which is larger than average is inadequate from a review of the Ofsted report. This should be sorted before any additional housing is completed.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the Infrastructure requirements associated with each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
C-0192	C-0192.1	C Berry	N/A	N/A	N/A	N/A	H12	Local Plan	No	No	No	No	N/A	Nowhere in the local plan or any of the transport studies since 2011 has the main junction in Whitestone, the junction of B4114 Lutterworth road, Golf Drive and B4112 Bulkington Lane been assessed. (in relation to HG09). The Plan is unsound due to the lack of evidence provided in any form by NBBC or WCC around the impact of the proposed allocation on the Whitestone junction. This is the most direct route to the proposed allocation. Nowhere in the document is the current non-standard width of a section of Golf Drive mentioned. given this is an infrastructure issue why is it not discussed in the IDP, DS5 or in the policy. financial contributions are indicated for the A4/B14 Corridor but at no point does the proposed allocation connect to the A4/B14. It is considered the council recognise that there are traffic issues at the junction, is this due to traffic using crow hill road to connect to the north of the town? Whitestone junction sits at the heart of the arterial routes (gypsy lane and the B4114) but it has not been considered by the Strategic Transport Assessment. Further assessment is required. the 2011 identifies a sever impact if over 250 vehicles at a time the allocation was not proposed, but this is not assessed as part of the later studies.	N/A	The Plan conforms with national policy. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
C-0192	C-0192.2	C Berry	N/A	N/A	N/A	N/A	HG09	Local Plan	No	No	No	No	N/A	Do not object to sites 275.1 and 275.2 in the SHLAA 2016 due to the lower level of traffic associated with the development of 315 homes. However given the location, local road network and congestion at the Whitestone junction, maintain an objection to site NUN030 as set out in the SHLAA 2013 (appendix 7) which identifies a highway/ access assessment is recommended due to potential access difficulties. In addition, the plan makes no commentary on air pollution levels in Whitestone and the Health Impact Assessment (2016) states there are no strategic housing sites allocated in Whitestone and Bulkington, which is clearly incorrect. The HIA is therefore out of date. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic emissions associated with the allocations, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.	N/A	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
C-0193	C-0193.1	David Berry	N/A	N/A	N/A	N/A	H12	Local Plan	No	No	No	No	N/A	Nowhere in the local plan or any of the transport studies since 2011 has the main junction in Whitestone, the junction of B4114 Lutterworth road, Golf Drive and B4112 Bulkington Lane been assessed. (in relation to HG09). The Plan is unsound due to the lack of evidence provided in any form by NBBC or WCC around the impact of the proposed allocation on the Whitestone junction. This is the most direct route to the proposed allocation. Nowhere in the document is the current non-standard width of a section of Golf Drive mentioned. given this is an infrastructure issue why is it not discussed in the IDP, DS5 or in the policy. financial contributions are indicated for the A4/B14 Corridor but at no point does the proposed allocation connect to the A4/B14. It is considered the council recognise that there are traffic issues at the junction, is this due to traffic using crow hill road to connect to the north of the town? Whitestone junction sits at the heart of the arterial routes (gypsy lane and the B4114) but it has not been considered by the Strategic Transport Assessment. Further assessment is required. the 2011 identifies a sever impact if over 250 vehicles at a time the allocation was not proposed, but this is not assessed as part of the later studies.	N/A	The Plan conforms with national policy. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
C-0193	C-0193.2	David Berry	N/A	N/A	N/A	N/A	HG09	Local Plan	No	No	No	No	N/A	Do not object to sites 275.1 and 275.2 in the SHLAA 2016 due to the lower level of traffic associated with the development of 315 homes. However given the location, local road network and congestion at the Whitestone junction, maintain an objection to site NUN030 as set out in the SHLAA 2013 (appendix 7) which identifies a highway/ access assessment is recommended due to potential access difficulties. In addition, the plan makes no commentary on air pollution levels in Whitestone and the Health Impact Assessment (2016) states there are no strategic housing sites allocated in Whitestone and Bulkington, which is clearly incorrect. The HIA is therefore out of date.	N/A	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
C-0194	C-0194.1	Emma Fawcett	N/A	N/A	N/A	N/A	H12	Local Plan	No	No	No	No	N/A	Nowhere in the local plan or any of the transport studies since 2011 has the main junction in Whitestone, the junction of B4114 Lutterworth road, Golf Drive and B4112 Bulkington Lane been assessed. (in relation to HG09). The Plan is unsound due to the lack of evidence provided in any form by NBBC or WCC around the impact of the proposed allocation on the Whitestone junction. This is the most direct route to the proposed allocation. Nowhere in the document is the current non-standard width of a section of Golf Drive mentioned. given this is an infrastructure issue why is it not discussed in the IDP, DS5 or in the policy. financial contributions are indicated for the A4/B14 Corridor but at no point does the proposed allocation connect to the A4/B14. It is considered the council recognise that there are traffic issues at the junction, is this due to traffic using crow hill road to connect to the north of the town? Whitestone junction sits at the heart of the arterial routes (gypsy lane and the B4114) but it has not been considered by the Strategic Transport Assessment. Further assessment is required. the 2011 identifies a sever impact if over 250 vehicles at a time the allocation was not proposed, but this is not assessed as part of the later studies.	N/A	The Plan conforms with national policy. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-B see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Qualification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
E-0194	E-0194.2	Emma Fawcett	N/A	N/A	N/A	N/A	H6G9	Local Plan	No	No	No	No	N/A	Do not object to sites 275.1 and 275.2 in the SHLAA 2016 due to the lower level of traffic associated with the development of 355 homes. However given the location, local road network and congestion at the Wilnecote junction, maintain an objection to site NUN030 as set out in the SHLAA 2013 (appendix 7) which identifies a highway/ access assessment is recommended due to potential access difficulties. In addition, the plan makes no commentary on air pollution levels in Wilnecote and the Health Impact Assessment (2016) states there are no strategic housing sites allocated in Wilnecote and Bulkington, which is clearly incorrect. The HIA is therefore out of day.	N/A	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
E-0195	E-0195.1	Pamela Berry	N/A	N/A	N/A	N/A	H12	Local Plan	No	No	No	No	N/A	Nowhere in the local plan or any of the transport studies since 2011 has the main junction in Wilnecote, the junction of B4114 Lutterworth road, Gulf Drive and B4113 Bulkington Lane been assessed. (in relation to H6G9). The Plan is unsound due to the lack of evidence provided in any form by NBBC or WCC around the impact of the proposed allocation on the Wilnecote junction. This is the most direct route to the proposed allocation. Nowhere in the document is the current non-crossfeed width of a section of Gulf Drive mentioned given this is an infrastructure issue why is it not discussed in the IDP, IDS or in the policy. Financial contributions are indicated for the A4097 Corridor but at no point does the proposed allocation connect to the A4097. It is considered the council recognise that there are traffic issues at the junction, is this due to traffic using crew hill road to connect to the north of the town? Wilnecote junction sits at the heart of the arterial routes (gypsy lane and the B4113) but it has not been considered by the Strategic Transport Assessment. Further assessment is required. the 2011 identifies a sever impact if over 250 vehicles at a time the allocation was not proposed, but this is not assessed as part of the later studies.	N/A	The Plan conforms with national policy. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
E-0195	E-0195.2	Pamela Berry	N/A	N/A	N/A	N/A	H6G9	Local Plan	No	No	No	No	N/A	Do not object to sites 275.1 and 275.2 in the SHLAA 2016 due to the lower level of traffic associated with the development of 355 homes. However given the location, local road network and congestion at the Wilnecote junction, maintain an objection to site NUN030 as set out in the SHLAA 2013 (appendix 7) which identifies a highway/ access assessment is recommended due to potential access difficulties. In addition, the plan makes no commentary on air pollution levels in Wilnecote and the Health Impact Assessment (2016) states there are no strategic housing sites allocated in Wilnecote and Bulkington, which is clearly incorrect. The HIA is therefore out of day.	N/A	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
E-0196	E-0196.1	Lulette Berry	N/A	N/A	N/A	N/A	H12	Local Plan	No	No	No	No	N/A	Nowhere in the local plan or any of the transport studies since 2011 has the main junction in Wilnecote, the junction of B4114 Lutterworth road, Gulf Drive and B4113 Bulkington Lane been assessed. (in relation to H6G9). The Plan is unsound due to the lack of evidence provided in any form by NBBC or WCC around the impact of the proposed allocation on the Wilnecote junction. This is the most direct route to the proposed allocation. Nowhere in the document is the current non-crossfeed width of a section of Gulf Drive mentioned given this is an infrastructure issue why is it not discussed in the IDP, IDS or in the policy. Financial contributions are indicated for the A4097 Corridor but at no point does the proposed allocation connect to the A4097. It is considered the council recognise that there are traffic issues at the junction, is this due to traffic using crew hill road to connect to the north of the town? Wilnecote junction sits at the heart of the arterial routes (gypsy lane and the B4113) but it has not been considered by the Strategic Transport Assessment. Further assessment is required. the 2011 identifies a sever impact if over 250 vehicles at a time the allocation was not proposed, but this is not assessed as part of the later studies.	N/A	The Plan conforms with national policy. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
E-0196	E-0196.2	Lulette Berry	N/A	N/A	N/A	N/A	H6G9	Local Plan	No	No	No	No	N/A	Do not object to sites 275.1 and 275.2 in the SHLAA 2016 due to the lower level of traffic associated with the development of 355 homes. However given the location, local road network and congestion at the Wilnecote junction, maintain an objection to site NUN030 as set out in the SHLAA 2013 (appendix 7) which identifies a highway/ access assessment is recommended due to potential access difficulties. In addition, the plan makes no commentary on air pollution levels in Wilnecote and the Health Impact Assessment (2016) states there are no strategic housing sites allocated in Wilnecote and Bulkington, which is clearly incorrect. The HIA is therefore out of day.	N/A	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
E-0197	E-0197.1	Trudy Thornton	N/A	N/A	N/A	N/A	H6G2	Local Plan	N/A	No	N/A	Yes	N/A	Object as previous objections in 2016: exceptional circumstances have not been demonstrated for loss of green belt; impact on wildlife; area believed to be a medieval settlement, could be lost forever; properties Heath End Road historical value has been left to merge into the modern area; loss of arable land and next 10-20 years the country will not supply sufficient food to fee growing population; schools and doctors over prescribed, inability to cope with traffic, particularly Coventry Road and Heath End Road; Coventry City Council are the cause, no extra jobs for the residents and local population will not be able to afford to buy houses on the development; inadequate consultation process, lack of letters and communication.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against the Sustainability Appraisal, Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the site. The policies in the Borough Plan will protect and enhance existing biodiversity and ensure the development of 'multi-functional 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1
E-0198	E-0198.1	Rachel Gering-Hacthorpe	N/A	N/A	N/A	N/A	Coton Plan	Local Plan	N/A	No	N/A	N/A	N/A	Opposition to building on green belt between Bedworth and Coventry. The gap is very narrow and any loss of open space would reduce the genuine separate identities of the two places; no exceptional circumstances demonstrated; no need for any overspill homes to be accommodated for Coventry. Year 6/ international students are being booted, and they should be discounted and this would show only a modest housing requirement. Coventry's housing need is unlikely to be would be sufficient for Nuneaton Bedworth. this is consistent with population growth since 1991. since the last census, growth has slowed and extremely unlikely that economic growth would provide any need for additional homes. 13,000 homes over the plan period completely unreasonable figure, for which there is no objective basis. Building on green belt will damage the environment and quality of life, traffic, congestion, pollution, noise, ill health, air quality, use brownfield sites and empty homes.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a fair and reasonable approach to meeting the Housing Market Area overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The proposed allocations were assessed for their suitability, availability and achievability within the 2016
E-0199	E-0199.1	Eden Yorke	N/A	N/A	N/A	E-Q	H6G3	Local Plan	No	No	No	No	N/A	no consideration of doctor, dentist, schools or college; traffic congestion time to drive to the hospital and roads are flooded already, with additional 30,000 cars travel will be impossible. Also result in increase in pollution, where will people walk, why is this the only option	Coventry must have areas for redevelopment. Or Nuneaton Council desperate for the 450ish additional Council tax the houses would generate.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or contributions to the provision of infrastructure where it is strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0199	1.0199.2	Eden Yorke	N/A	N/A	N/A	F, Q	HSG9	Local Plan	No	No	No	No	N/A	No consideration of doctor, dentist, schools or college; traffic congestion time to drive to the hospital and roads are flooded already, with additional 30,000 cars travel will be impossible. Also result in increase in pollution; where will people walk; why is this the only option	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0199	1.0199.3	Eden Yorke	N/A	N/A	N/A	F, Q	HSG10	Local Plan	No	No	No	No	N/A	no consideration of doctor, dentist, schools or college; traffic congestion time to drive to the hospital and roads are flooded already, with additional 30,000 cars travel will be impossible. Also result in increase in pollution; where will people walk; why is this the only option	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
1.0200	1.0200.1	Alan Kitching	N/A	N/A	N/A	R (drop in event Horeston Grange Church)	HSG9	Local Plan	N/A	No	N/A	N/A	N/A	why giving up Green Belt for Coventry; the land is currently used by many locals for recreation and walking, development would diminish views across the land and would have a detrimental impact on wildlife; has a bat survey been undertaken?; development has already taken place along the Long Shoot and Eastboro Way; concerned with the view that the local infrastructure is sufficient to cope, traffic congestion is a problem; Golf Drive is too narrow and will struggle to cope with existing traffic; to lose further land would be at the detriment to the local area; no information on the type of development (houses, flats etc.); ludicrous to be talking about creating open spaces within what is already an open green belt land space; environmental outcomes, particularly car traffic; major concern proposed closure George Eliot Hospitals, moving to Walsgrave Hospital, how will this cope with new development.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
1.0201	1.0201.1	Maurice Thornton	N/A	N/A	N/A	N/A	HSG2	Local Plan	N/A	No	N/A	Yes	N/A	exceptional circumstances have not been demonstrated for loss of green belt; impact on wildlife; area believed to be a medieval settlement, could be lost forever; properties Heath End Road historical value has been left to merge into the modern area; loss of arable land and next 10-20 years the country will not supply sufficient food to fee growing population; schools and doctors over prescribed; inability to cope with traffic, particularly Heath End road and the large amount of vehicles that use the roads; no extra jobs for the residents and local population will not be able to afford to buy houses on the development; inadequate consultation process, lack of letters and communication.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be
1.0201	1.0201.2	Maurice Thornton	N/A	N/A	N/A	N/A	DS7	Local Plan	N/A	No	N/A	Yes	N/A	Exceptional circumstances have not been demonstrated for loss of green belt; impact on wildlife; area believed to be a medieval settlement, could be lost forever; properties Heath End Road historical value has been left to merge into the modern area; loss of arable land and next 10-20 years the country will not supply sufficient food to feed growing population; schools and doctors over prescribed; inability to cope with traffic, particularly Heath End Road and the large amount of vehicles that use the roads; no extra jobs for the residents and local population will not be able to afford to buy houses on the development; inadequate consultation process, lack of letters and communication.	N/A	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries and productive agricultural land. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to
1.0201	1.0201.3	Maurice Thornton	N/A	N/A	N/A	N/A	Entire Plan	Local Plan		No	N/A	Yes	N/A	Objection is made to the allocation of land for residential development at Arbury Road on the basis of adverse impact on Green Belt, wildlife, historical archaeology, loss of farm land, inadequate provision of infrastructure, traffic congestion and no extra jobs will be created so houses will be occupied by people without a link to the locality. It is also considered that the consultation process has been inadequate.	N/A	All comments from previous stages of the Borough have been responded to by the Council and incorporated into the Borough Plan where appropriate. The Council has carefully considered the spatial strategy for growth taking into account the evidence base, including extensive Sustainability Appraisal and a large number of factors. The Council is proposing growth in the most sustainable and appropriate locations. The Council has undertaken public consultation on the Borough Plan in accordance with the published Statement of Community Involvement. The Council will be producing a Consultation Statement demonstrating how the consultation has been undertaken and how this has informed the production of the Plan in accordance with the Regulations.
1.0202	1.0202.1	Kathleen Espin	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	No	N/A	N/A	N/A	Concerned that the field behind their house at Goodyers lane has been allocated for an industrial estate. Loss of green belt land, although understands now a green field site. The site should be green belt. The fields prevent neighbouring towns Bedworth and Coventry from merging. there are very few fields left and if it goes ahead it will become a suburb of Coventry; loss of arable land, and it has mature trees, hedges and wildlife. There are a number of units for sale or rent on the Bayton Road industrial estate, and these should be used before new ones are built.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by

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1.0202	1.0202.2	Kathleen Espin	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	No	N/A	N/A	N/A	concern in relation to roads, transport problems, parking and already struggle to get an GP appointment.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted to guide development
1.0203	1.0203.1	Peter Hughes	N/A	N/A	N/A	B, F	HSG3	Local Plan	No	No	No	No	N/A	The planned use of Green Belt/field sites as opposed to brown field sites; no consideration to current traffic problems or environmental and recreational issues; the town centre is becoming a ghost town and the market town is losing its market and good farm land; community services at full stretch (schools, doctors, dentists, hospitals), all operating at capacity. Nuneaton is bearing the brunt of housing building compared to other parks; the plan to open up Juliet Close would cause a tremendous increase in noise and traffic pollution; and would be greatly detrimental to the physical and psychological well being of the residents of the close and estate. There would be a financial loss when try to sell existing properties die to the change in the area. No consultation in Whitestone, especially for people who have no access to public transport; and the form was difficult to fill in for a lay person.	Nuneaton is carrying the housing burden without the consideration to the environment and Nuneaton residents. The area around the A444 would provide good access to Coventry and surrounding areas. Why is this not being utilised?	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0203	1.0203.2	Peter Hughes	N/A	N/A	N/A	B, F	HSG9	Local Plan	No	No	No	No	N/A	The planned use of Green Belt/field sites as opposed to brown field sites; no consideration to current traffic problems or environmental and recreational issues; the town centre is becoming a ghost town and the market town is losing its market and good farm land; community services at full stretch (schools, doctors, dentists, hospitals), all operating at capacity. Nuneaton is bearing the brunt of housing building compared to other parks; the plan to open up Juliet Close would cause a tremendous increase in noise and traffic pollution; and would be greatly detrimental to the physical and psychological well being of the residents of the close and estate. There would be a financial loss when try to sell existing properties die to the change in the area. No consultation in Whitestone, especially for people who have no access to public transport; and the form was difficult to fill in for a lay person.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough
1.0203	1.0203.3	Peter Hughes	N/A	N/A	N/A	B, F	HSG10	Local Plan	No	No	No	No	N/A	The planned use of Green Belt/field sites as opposed to brown field sites; no consideration to current traffic problems or environmental and recreational issues; the town centre is becoming a ghost town and the market town is losing its market and good farm land; community services at full stretch (schools, doctors, dentists, hospitals), all operating at capacity. Nuneaton is bearing the brunt of housing building compared to other parks; the plan to open up Juliet Close would cause a tremendous increase in noise and traffic pollution; and would be greatly detrimental to the physical and psychological well being of the residents of the close and estate. There would be a financial loss when try to sell existing properties die to the change in the area. No consultation in Whitestone, especially for people who have no access to public transport; and the form was difficult to fill in for a lay person.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0204	1.0204.1	Ann Kitching	N/A	N/A	N/A	R (drop in event Horeston Grange Church)	HSG9	Local Plan	N/A	No	N/A	N/A	N/A	why giving up Green Belt for Coventry; the land is currently used by many locals for recreation and walking, development would diminish views across the land and would have a detrimental impact on wildlife; has a bat survey been undertaken?; development has already taken place along the Long Shoot and Eastboro Way; concerned with the view that the local infrastructure is sufficient to cope, traffic congestion is a problem; Golf Drive is too narrow and will struggle to cope with existing traffic; to lose further land would be at the detriment to the local area; no information on the type of development (houses, flats etc.); ludicrous to be talking about creating open spaces within what is already an open green belt land space; environmental outcomes, particularly car traffic; major concern proposed closure George Eliot Hospitals, moving to Walsgrave Hospital, how will this cope with new development.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
1.0205	1.0205.1	H Ormston	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	No	N/A	N/A	N/A	loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. The site is being build on the former Newdigate pit area, many houses have been built already with a recent decision approved despite opposition of the nearby residence. there should be no more homes needed in the area and it should be preserved as a heritage site. impact on stretched services and traffic.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In regards to the HSG4 allocation, the site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this time and will be assessed further as a Masterplan and detailed applications emerge. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option.
1.0205	1.0205.2	H Ormston	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	No	N/A	N/A	N/A	loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. Impact on stretched services and traffic.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0205	1.0205.3	H Ormston	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	No	N/A	N/A	N/A	Loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. Building houses on HSG6 would mean that Coventry and Bedworth would be merged together, which the NPPF para 80 seeks to prevent; road infrastructure cannot cope with the current volume of daily traffic flow. School Lane and Coventry Road severe traffic chaos and this will add to the problem. Schools, doctors, and local hospitals are already stretched to the limit. are there plans for more doctors and schools?	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
1.0205	1.0205.4	H Ormston	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	No	N/A	N/A	N/A	Residents have not been given the opportunity to be consulted about plans for EMP7. Is there a need, as many units in the existing Bayton Road industrial estate remain empty. loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt. What will happen to the wildlife in these areas. The site is next to a primary school, traffic at school time causes slow moving and some dangerous situations. Adding vans and lorries from an industrial estate will be detrimental.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met
1.0206	1.0206.1	M Ormston	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	No	N/A	N/A	N/A	loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. The site is being build on the former Newdigate pit area, many houses have been built already with a recent decision approved despite opposition of the nearby residence. there should be no more homes needed in the area and it should be preserved as a heritage site. impact on stretched services and traffic.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In regards to the HSG4 allocation, the site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this time and will be assessed further as a Masterplan and detailed applications emerge. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option.
1.0206	1.0206.2	M Ormston	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	No	N/A	N/A	N/A	loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. Impact on stretched services and traffic.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with
1.0206	1.0206.3	M Ormston	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	No	N/A	N/A	N/A	loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. Building houses on HSG6 would mean that Coventry and Bedworth would be merged together, which the NPPF para 80 seeks to prevent; road infrastructure cannot cope with the current volume of daily traffic flow. School Lane and Coventry Road severe traffic chaos and this will add to the problem. Schools, doctors, and local hospitals are already stretched to the limit. are there plans for more doctors and schools?	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
1.0206	1.0206.4	M Ormston	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	No	N/A	N/A	N/A	Residents have not been given the opportunity to be consulted about plans for EMP7. Is there a need, as many units in the existing Bayton Road industrial estate remain empty. loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt. What will happen to the wildlife in these areas. The site is next to a primary school, traffic at school time causes slow moving and some dangerous situations. Adding vans and lorries from an industrial estate will be detrimental.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met
1.0207	1.0207.1	Louise Parnell	N/A	N/A	N/A	D, O	HSG3	Local Plan	No	No	No	No	N/A	Uses green belt land and appears to have omitted brownfield sites. No consideration to traffic congestion, environmental, recreational issues, and school or doctors facilities. This will overload Nuneaton compared to other towns in Warwickshire. Also loss of good farmland.	why does Nuneaton have to carry the housing burden? Why is the A444 area not used, given the obvious road access to Coventry.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0207	1.0207.2	Louise Parnell	N/A	N/A	N/A	D, O	HSG9	Local Plan	No	No	No	No	N/A	Uses green belt land and appears to have omitted brownfield sites. No consideration to traffic congestion, environmental, recreational issues, and school or doctors facilities. This will overload Nuneaton compared to other towns in Warwickshire. Also loss of good farmland.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0207	1.0207.3	Louise Parnell	N/A	N/A	N/A	D, O	HSG10	Local Plan	No	No	No	No	N/A	Uses green belt land and appears to have omitted brownfield sites. No consideration to traffic congestion, environmental, recreational issues, and school or doctors facilities. This will overload Nuneaton compared to other towns in Warwickshire. Also loss of good farmland.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0208	1.0208.1	Sylvia Percival	N/A	N/A	N/A	A	HSG7	Local Plan	No	No	No	N/A	N/A	Bramcote Close, Bulkington - housing required for schools etc. Bramcote Close too narrow to take through traffic. This would be unsafe.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level
1.0209	1.0209.1	Carl Whittaker	N/A	N/A	N/A	D	N/A	N/A	N/A	N/A	N/A	N/A	no comments provided	no comments provided	no comments provided	N/A
1.0210	1.0210.1	Alexandra Hawes	N/A	N/A	N/A	N/A	HSG8	Local Plan	N/A	No	N/A	N/A	N/A	additional dwellings could place further pressure on the greenbelt land and surrounding landscape. The countryside surrounding Bulkington is protected by green belt, and directs development pressures away from sensitive landscapes and to help protect biodiversity. there is already far too much traffic and the public are at risk walking along the narrow main roads. More traffic will cause major pollution and congestion. this is a historic village, and it should stay as unique as possible, not get lost in time with unnecessary development. Pollution, cars, noise, crime will all be detrimental to everyone's health and wellbeing.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0210	1.0210.2	Alexandra Hawes	N/A	N/A	N/A	N/A	HSG7	Local Plan	N/A	No	N/A	N/A	N/A	Additional dwellings could place further pressure on the greenbelt land and surrounding landscape. The countryside surrounding Bulkington is protected by green belt, and directs development pressures away from sensitive landscapes and to help protect biodiversity. there is already far too much traffic and the public are at risk walking along the narrow main roads. More traffic will cause major pollution and congestion. this is a historic village, and it should stay as unique as possible, not get lost in time with unnecessary development. Pollution, cars, noise, crime will all be detrimental to everyone's health and wellbeing.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable.
1.0211	1.0211.1	Joy Bowerman	n/a	N/A	N/A	N/A	HSG5	Local Plan	yes	No	Yes	No	N/A	Green Belt should be preserved at all costs. Further, there are considerable traffic issues, with many roads becoming gridlocked, especially during rush hours. A development of this nature will only worsen traffic issues. There is insufficient infrastructure to deal with the proposed development (new school/medical centres would need to be built).	Green Belt land should be retained, it should not be developed until all other options are exhausted first.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with
1.0211	1.0211.2	Joy Bowerman	n/a	N/A	N/A	N/A	HSG6	Local Plan	yes	No	Yes	No	N/A	Green Belt should be preserved at all costs. Further, there are considerable traffic issues, with many roads becoming gridlocked, especially during rush hours. A development of this nature will only worsen traffic issues. There is insufficient infrastructure to deal with the proposed development (new school/medical centres would need to be built).	Green Belt land should be retained, it should not be developed until all other options are exhausted first.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery

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1.0211	1.0211.3	Joy Bowerman	n/a	N/A	N/A	N/A	EMP7	Local Plan	yes	No	Yes	No	N/A	There is no need for a further industrial area, especially for such a low populated borough. Further, there are considerable traffic issues, with many roads becoming gridlocked, especially during rush hours. A development of this nature will only worsen traffic issues. There is insufficient infrastructure to deal with the proposed development (new school/medical centres would need to be built).	Green Belt land should be retained, it should not be developed until all other options are exhausted first.	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport
1.0212	1.0212.1	Faye Rotherham	n/a	N/A	N/A	N/A	HSG6	Local Plan	yes	No	Yes	No	N/A	There has been a disregard in relation to the said number and scale of buildings and vehicles. There are major traffic issues, especially on Bowling Green Lane, School Lane and Goodyers End Lane. This development will only worsen the situation. This development would result in a loss of open space used by local residents and the site is located in too close proximity to the M6.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic priorities for the area.'
1.0212	1.0212.2	Faye Rotherham	n/a	N/A	N/A	N/A	Entire Plan	Local Plan	yes	No	Yes	No	N/A	There has been insufficient consultation events and a complete disregard for local residents thoughts and comments.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0213	1.0213.1	Dean White	n/a	N/A	N/A	N/A	EMP7	Local Plan	yes	No	Yes	No	N/A	This Green Belt land is vital for the environment and for the health of the local people. Further, there is no need for another industrial park in this area, this development will only end up pulling jobs from elsewhere in the district. There are other sites which should be brought forward prior to this site being developed. This is very poor access to this site and issues regarding congestion in the local area. The proposed site will be located in too close proximity to a primary school and this will be unhealthy for its students. It is clear that, since Brexit, it is very important for us to focus and develop our agricultural base. This development will result in a loss of agricultural land. The M6 is already gridlocked, this development will only add to the currently over-congested motorway. It is clear that this development is only for the financial gain of developers.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to,
1.0214	1.0214.1	Robin Freestone	N/A	N/A	N/A	N/A	HSG9	Local Plan	N/A	No	N/A	N/A	N/A	concerns regarding the loss of views and the pleasure this brings to daily life; infrastructure issues - it is already heavy on the residential site and has a small and ageing town centre. Congestion, parking and traffic comes close to gridlock. Street the imbalance by providing more housing, more people, cars and pollution.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0215	1.0215.1	Robert Battersea	N/A	N/A	N/A	O	HSG10	Local Plan	No	No	No	Yes	N/A	uses green belt and appears to have omitted use of brown field sites. No consideration fir current traffic problems, environmental or recreational facilities. No consideration of community facilities such as schools and doctors, which is already a problem. loss of good farmland. inadequate consultation with no meeting in Whitestone. would like to participate in the examination as not sure what impact the written representations will have on the final decision, so would like to explain the concerns raised.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0216	1.0216.1	Paul and Lesley Johnson	N/A	N/A	N/A	N/A	HSG3	Local Plan	N/A	No	N/A	N/A	N/A	loss of Green belt doesn't matter to the council. Loss of hedgerows and trees to make the necessary widening of Gipsy lane, decriminating the greenery and wildlife. Deaths on a dangerous road, but would be too late to do anything. Where's the consultation with the people of the area who will have to put up with the plans. where are notices to inform local people of these already rejected of plans? the local free paper is not a satisfactorily medium along. Nuneaton and district have already suffered from one of the worst 'ring roads' in the country, don't make another monumental error that everyone will regret.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport

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1.0217	1.0217.1	Ravinder (No Suggestions)	n/a	N/A	N/A	D	HSG5	Local Plan	No	No	No	No	N/A	HSG5 is the highest categorisation as a Green Belt. The Woodlands is proposed area for a Green Belt extension and yet the infrastructure reports state that this is unlikely to come forward, which contradicts itself. This development scores badly in the Sustainability Appraisal, yet it is still included in the Local Plan. There are significant traffic issues associated with this proposal, with severe traffic congestion and parking issues. This proposed development will significantly worsen things. GPs in the area are significantly over-subscribed, they will not cope with the additional demand from this proposed development. There is also a significant need for a primary school in the local vicinity. There are also significant issues with flooding in the area, especially in relation to surface water flooding. It is also evident that the site is a habitat for roosting bats, however, there has been no mention of how wildlife will be preserved with these proposals. Insufficient research has been conducted before this site has been selected.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be
1.0218	1.0218.1	Sukhdeep Sandhu	n/a	N/A	N/A	D	HSG5	Local Plan	No	No	No	No	N/A	HSG5 is the highest categorisation as a Green Belt. The Woodlands is proposed area for a Green Belt extension and yet the infrastructure reports state that this is unlikely to come forward, which contradicts itself. This development scores badly in the Sustainability Appraisal, yet it is still included in the Local Plan. There are significant traffic issues associated with this proposal, with severe traffic congestion and parking issues. This proposed development will significantly worsen things. GPs in the area are significantly over-subscribed, they will not cope with the additional demand from this proposed development. There is also a significant need for a primary school in the local vicinity. There are also significant issues with flooding in the area, especially in relation to surface water flooding. It is also evident that the site is a habitat for roosting bats, however, there has been no mention of how wildlife will be preserved with these proposals. Insufficient research has been conducted before this site has been selected.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be
1.0219	1.0219.1	Roger Foster	n/a	N/A	N/A	D, F	HSG4	Local Plan	N/A	No	N/A	Yes	I am able to provide maps and photographs to support my case.	HSG4 and the surrounding areas are crossed by the river Sowe and are areas prone to flooding. The Plan, however, does not show the full extent of this. Further, transport links to the site are affected by flooding at Woodlands Road and this has also been insufficient addressed. Improving access to the A444 from the site will involve major work and is unlikely to alleviate long term congestion.	HSG4 and the surrounding areas need to be treated as catchment areas for the River Sowe. This would prevent further flooding down stream. This area should be returned to Green Belt.	In regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict
1.0220	1.0220.1	Robert Leonard	n/a	N/A	N/A	A	HSG4	Local Plan	N/A	No	N/A	No	N/A	Issues raised with regards to the transport modelling. It is presumed that the Strategic Transport Assessment was performed before the new junction was built at Newtown Road and Mill Street was built. As a result, this assessment should be deemed as being flawed. There are already significant traffic issues and congestion in the vicinity, which will only worsen once new development is brought forward. This respondent does not consider themselves as a NIMBY but is rather concerned about traffic issues.	It is recommended that additional research is undertaken with regards to traffic congestion, especially at peak times. This information should be fed back into the traffic modelling to ensure that any additional traffic congestion is minimised. It is suggested that the traffic lights are replaced with a "stretched island" to ease congestion.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. It should be noted that any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Also, any transport
1.0221	1.0221.1	Lisa Webster	n/a	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	No	N/A	There has been insufficient consultation events in relation to this Borough Plan, especially in Whitestone. The local residents do not understand this application form.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council
1.0221	1.0221.1	Lisa Webster	n/a	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	There has been no consideration of traffic issues in relation to this proposed development, especially in relation to Aysgarth Close, which is not wide enough for two vehicles. Further, the proposed development would result in the loss of agricultural land.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated.
1.0222	1.0222.1	Keith Pusey	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	N/A	No	N/A	N/A	Good use of the land at Hospital Lane. Requires recreational facilities, dog walking facilities and footpaths.	N/A	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA and considered in the Sustainability Appraisal. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Further consideration will be given through Masterplans and application submissions as they emerge. Where necessary, any new development will be supported by contributions to infrastructure improvements.
1.0222	1.0222.2	Keith Pusey	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	No	N/A	N/A	Good solution for the area. Pollution and traffic fumes would increase as would industrial traffic.	N/A	Noted. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation.

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1.0222	1.0222.3	Keith Pusey	N/A	N/A	N/A	N/A	EMP6	Local Plan	N/A	N/A	No	N/A	N/A	Good solution for the area. Pollution and traffic fumes would increase as would industrial traffic.	N/A	Noted. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation.
1.0222	1.0222.4	Keith Pusey	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	N/A	No	N/A	N/A	Allocation to become housing instead of industrial and land for an incinerator. Respect of the countryside.	N/A	The proposed allocations have all been assessed for their suitability, availability and achievability. The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs.
1.0223	1.0223.1	A Randle	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Objects to development at Bulkington. Loss of views and piece and quiet.	N/A	Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach.
1.0224	1.0224.1	Hilary Parker	N/A	N/A	N/A	F, N, O	Entire Plan	Local Plan	No	No	No	Yes	Opportunity to explain reps in more detail	Lack of detail on dealing with air pollution. No consultation with people with lung conditions. Concern at construction lorries. No attempt to look at local schools for expansion.	Documents to be a more easily understood language. Undertake a consultation with medical staff in relation to air pollution.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated. In regards to education, as detailed in the IDP, there is a need for expansion of facilities as well as the provision
1.0224	1.0224.2	Hilary Parker	N/A	N/A	N/A	F, N, O	Entire Plan	Local Plan	No	No	No	Yes	Opportunity to explain reps in more detail	See comments from 2015. Objections to large scale housing development in the vicinity of Higham Lane is objected to on the basis that the local road network will not be able to cope with the level of traffic generated by the development, there is no spare capacity in any of the local schools, poor health services, very poor public transport services, loss of habitat, valuable agricultural land, open space, increased drainage issues and additional traffic congestion. The Plan has not been positively prepared and is not justified. The Plan process has denied people the right to handwrite responses, very few people are able to use a processor. The language used in the document will not be understood by people who have a poor knowledge of the English language. Simpler language needs to be used and options to have the document in Braille or to have it available on a CD for the blind.	N/A	All comments from previous stages of the Borough have been responded to by the Council and incorporated into the Borough Plan where appropriate. Only those from the previous consultation regulation 19 were agreed to be taken forward. The Council has carefully considered the spatial strategy for growth taking into account the evidence base, including extensive Sustainability Appraisal and a large number of factors. The Council is proposing growth in the most sustainable and appropriate locations. Policy NB11 deals with the provision of new and improved infrastructure provided by new development. he Council considers that the draft Plan meets the necessary tests of soundness, but will be reviewing all comments and if necessary amending the Plan prior to Submission. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. However, the Submission Stage requires the Council to consult specifically on 'soundness' and 'legal compliance' of the Plan. Hand written responses have been accepted and taken into account. Alternative forms of the plan have been made available in accordance with the Statement of Community Involvement.
1.0225	1.0225.1	John Burrows	N/A	N/A	N/A	Q	HSG6	Local Plan	No	N/A	N/A	Yes	N/A	Do not agree with building on greenbelt land. School Lane project is flawed regarding pollution. Increase impact on traffic	Do not build houses on School Lane.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will
1.0226	1.0226.1	Carol Faulconbridge	N/A	N/A	N/A	O	EMP7	Local Plan	No	No	No	No	N/A	Increase in industrial pollution and traffic. Increase in road congestion and noise levels	Land is greenbelt and should not be touched.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets
1.0226	1.0226.2	Carol Faulconbridge	N/A	N/A	N/A	O	HSG6	Local Plan	No	No	No	No	N/A	Increase in extra traffic. No consultation regarding extra school places to cope with the increase in population.	Land is greenbelt and should not be touched.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.

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1.0227	1.0227.1	Susan Faulconbridge	N/A	N/A	N/A	O	EMP7	Local Plan	No	No	No	No	N/A	Increase in extra traffic. No consultation regarding extra school places to cope with the increase in population.	Land is greenbelt and should not be touched.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local
1.0227	1.0227.2	Susan Faulconbridge	N/A	N/A	N/A	O	HSG6	Local Plan	No	No	No	No	N/A	Increase in extra traffic. No consultation regarding extra school places to cope with the increase in population.	Land is greenbelt and should not be touched.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0228	1.0228.1	Karen Price	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	Yes	No	Yes	No	N/A	Does not believe the Plan is sound. Late production of the Plan is constrained by new developments in existence.	Protection of green corridors. No mitigation of traffic congestion	The plan is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites.
1.0229	1.0229.1	Shirley Lane	N/A	N/A	N/A	R (email from Council)	HSG9	Local Plan	No	No	No	No	N/A	No consideration of already over crowded roads. No mention of improvements to Golf Drive. No planned infrastructure proposed	Build houses along the A444	The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0230	1.0230.1	Mr & Mrs Reade	N/A	N/A	N/A	N/A	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Roads not suitable, drainage not suitable, schools not suitable. Not enough doctors and hospital space and other infrastructure	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NNBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County
1.0231	1.0231.1	Roy Cooper	N/A	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	No	N/A	No thoughts of extra traffic on existing road infrastructure. Removal of greenbelt land is not good.	No building on greenbelt land.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to
1.0232	1.0232.1	David Atkinson	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	Yes	To voice opinion	Existing roads are only suitable fro residential access, not sufficient space to improve access.	Improve existing infrastructure.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0232	1.0232.2	David Atkinson	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	Yes	To voice opinion	Existing roads are only suitable fro residential access, not sufficient space to improve access.	Improve existing infrastructure.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0232	1.0232.3	David Atkinson	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	Yes	To voice opinion	Existing roads are only suitable fro residential access, not sufficient space to improve access.	Improve existing infrastructure.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

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1.0233	1.0233.1	Brian Millin	N/A	N/A	N/A	B	HSG7	Local Plan	No	No	No	No	N/A	Greenbelt should not be an option. Brownfield sites should be used. No work in local area. Lancing Road is not an access road or bus route. A too higher percentage of houses for the area. Bulkington should stay a small village.	No development in Bulkington. Give back houses to Coventry.	Comments noted. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy. In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area
1.0234	1.0234.1	Tina Bass	N/A	N/A	N/A	D	HSG9	Local Plan	N/A	No	N/A	Yes	Requests opportunity to be heard.	Plan has not been positively prepared. Create traffic and infrastructure problems. The increase in houses would increase the problems. Would not be sustainable. Little green recreational space in the town.	HSG9 should not be considered a viable option. A new single roundabout should be placed where there is a double roundabout.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets
1.0235	1.0235.1	Chloe Somers	N/A	N/A	N/A	G, O	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1.0236	1.0236.1	Stephen Law	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	No	N/A	No	N/A	Increase in traffic congestion, pollution	A north/south pass could be adopted to alleviate problems on The Long Shoot	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel. Also, any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The
1.0236	1.0263.3	Corinne Foote	N/A	N/A	N/A	O	HSG10	Local Plan	No	No	No	No	N/A	Lack of use of brownfield sites. No consideration of traffic problems, environmental effects, community facilities. overloading of Nuneaton. Inadequate consultation. Difficult rep form.	Nuneaton to not carry the housing burden. Greater use of the A444 for road access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0237	1.0237.1	Alan Taylor	N/A	N/A	N/A	D, F	EMP7	Local Plan	No	No	No	No	N/A	Greenbelt land should not be used for development. Protect the area against urban sprawl.	Do not build an industrial estate next to an infant school. Use of other empty industrial estates.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0238	1.0238.1	Paul Allsopp	N/A	N/A	N/A	O	HSG5	Local Plan	No	No	No	Yes	To show legal documents to back up his claims	Does not consider the Plan to be sound, legally compliant or complies with the duty to cooperate. No consultation with the people affected. Council has incorrect records of public rights of way over land at Goodyers End Lane. Long term flooding on land. biodiversity will be affected. oversubscription of GP's in the area, will be increase with new homes.	Use the number of footpaths already in place.	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the
1.0239	1.0239.1	Sanjeet Saund	N/A	N/A	N/A	E	HSG3	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, noise pollution or road safety that will arise.	Consider the use of the A444	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0239	1.0239.2	Sanjeet Saund	N/A	N/A	N/A	E	HSG9	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, noise pollution or road safety that will arise	Consider the use of the A444	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised

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1.0239	1.0239.3	Sanjeet Saund	N/A	N/A	N/A	E	HSG10	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, noise pollution or road safety that will arise	Consider the use of the A444	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including
1.0240	1.0240.1	Maureen Nicholls/ Valerie Bentick	N/A	N/A	N/A	B	HSG4	Local Plan	N/A	No	N/A	No	N/A	Proposed development at Woodlands is unsound. Additional traffic in will cause further problems in the future	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2,) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted to guide development proposals and requirements for necessary infrastructure
1.0241	1.0241.1	Roy Roberts	N/A	N/A	N/A	N	HSG1	Local Plan	Yes	No	Yes	No	N/A	N/A	The Plan needs to be more specific. Inclusion of a mix of 4 or 5 bedroom homes in Nuneaton. A need for more parks . Additional secondary school in Nuneaton. Plans to address congestion.	The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. Policy HS6 relates to NPPF paragraphs 70, 73 and 156 which sets out to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities such as sports venues to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area.
1.0242	1.0242.1	VSJ Robertson	N/A	N/A	N/A	N/A	HSG9	Local Plan	N/A	N/A	N/A	N/A	N/A	Objection to the inclusion of Leyburn Close. Development will be in a high flood risk area.	N/A	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development
1.0243	1.0243.1	Robert Robertson	N/A	N/A	N/A	F	HSG10	Local Plan	N/A	No	N/A	No	N/A	Leyburn Close is not wide enough to allow safe access to more properties.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0244	1.0244.1	Laura Smith	N/A	N/A	N/A	D, Q, O	HSG6	Local Plan	No	No	No	Yes	In order for the Inspector to see the extent of local objection.	Exceptional circumstances have not been demonstrated in accord with case law and policy. Building on greenbelt will increase commuting and noise, traffic and pollution. Brexit will have an effect on the expected population growth. School lane should remain in the greenbelt. inclusion of the employment site at Goodyers End will add to congestion and air pollution. building on school Lane will also increase the flood risk in this area. Does not accord with the NPPF.	Greenbelt status should remain. Prevent the removal of trees and natural defences to flooding.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning
1.0244	1.0244.2	Laura Smith	N/A	N/A	N/A	D, Q, O	EMP7	Local Plan	No	No	No	Yes	In order for the Inspector to see the extent of local objection.	No consultation with small businesses in the area, no notice of intended plans. Loss of biodiversity. Plan does not have the support of local people. Council has not considered the nature of the area and not correctly read the NPPF.	There are no modification that the Council can make to render the Plan sound or legally compliant.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the

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1.0245	1.0245.1	Marion Miller	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Inadequate consultation. No consideration of traffic problems. Use of greenbelt land and no consideration of brownfield land. No consideration of environmental issues, adequate provision of schools and doctors.	Questions why Nuneaton is carrying Coventry's housing burden. Proposed use of the A444 area.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0245	1.0245.2	Marion Miller	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Inadequate consultation. No consideration of traffic problems. Use of	Questions why Nuneaton is carrying Coventry's housing	The Council has undertaken public consultation on the
1.0245	1.0245.3	Marion Miller	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Inadequate consultation. No consideration of traffic problems. Use of greenbelt land and no consideration of brownfield land. No consideration of environmental issues, adequate provision of schools and doctors.	Questions why Nuneaton is carrying Coventry's housing burden. Proposed use of the A444 area.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined
1.0246	1.0246.1	Stephen Tombs	N/A	N/A	N/A	Q	HSG6	Local Plan	No	No	No	Yes	Wants to demonstrate points face to face	School Lane is greenbelt and should remain so. Localised flooding occurs when there is heavy rainfall. Biodiversity should be protected. No local development scheme in place. Increase in traffic. In the future will not be able to ride horses are around the area due to increase in industrial traffic. no notification has been given as to the proposals to neighbours.	increase in consultation needed.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air
1.0246	1.0246.2	Stephen Tombs	N/A	N/A	N/A	Q	EMP7	Local Plan	No	No	No	Yes	Wants to demonstrate points face to face	School Lane is greenbelt and should remain so. Localised flooding occurs when there is heavy rainfall. Biodiversity should be protected. No local development scheme in place. Increase in traffic. In the future will not be able to ride horses are around the area due to increase in industrial traffic. no notification has been given as to the proposals to the neighbours.	increase in consultation needed.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive
1.0247	1.0247.1	Anthony Walton	N/A	N/A	N/A	Q	HSG8	Local Plan	No	No	No	Yes	N/A	This area did not feature on the original Borough Plan. No communication from the Council. Inappropriate use of arable land. The two proposed access points for the east of Bulkington are where on-road parking is evident, this will lead to road safety issues. lack of transport infrastructure as well as schools.	Reducing the scale of development in Bulkington. Utilise derelict land. Focus on building new residential properties close to the town centre of Nuneaton and Bedworth.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability
1.0248	1.0248.1	Ian Collier	N/A	N/A	N/A	F	HSG3	Local Plan	N/A	No	N/A	No	N/A	The Plan is unsound and does not consider education requirements, transport and drainage.	Incorporate educational establishments into the Plan. Areas HSG3 and EMP1 need to be trimmed so they do not interfere with existing floodplains. Detailed plans to be drawn for the road system and how it will accommodate increased traffic flows.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0248	1.0248.2	Ian Collier	N/A	N/A	N/A	F	EMP1	Local Plan	N/A	No	N/A	No	N/A	The Plan is unsound and does not consider education requirements, transport and drainage.	Incorporate educational establishments into the Plan. Areas HSG3 and EMP1 need to be trimmed so they do not interfere with existing floodplains. Detailed plans to be drawn for the road system and how it will accommodate increased traffic flows.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

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1.0249	1.0249.1	Emma Melville	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Large use of greenfield belt land and not brownfield sites. No consideration of traffic impact. No consideration of increased children in schools and doctors. Loss of farmland, loss of floodplain. No consultation meeting.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the
1.0250	1.0250.1	John Waine	N/A	N/A	N/A	F	Entire Plan	Local Plan	Yes	No	Yes	No	N/A	The Plan is unsound and includes no practical plans for improvement of infrastructure to cope with the increase in traffic. A great inconvenience will be cause to residents wishing to travel to the area. Increase in traffic congestion and pollution.	Reduce the number of new dwellings in the Plan. Allocate brownfield sites before the use of greenfield. Ensure sufficient infrastructure can cope with increased traffic.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel. Also, any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The
1.0251	1.0251.1	Kerry Orton	N/A	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	No	N/A	No road infrastructure has been shown in the Plan or services. No assessments on air quality. The borough cannot take the increase in housing. Unacceptable to be taking overspill from Coventry. Brownfield sites have not been utilised.	Do not take the overspill from Coventry. Use all available brownfield sites before greenbelt.	The growth figures and subsequent housing needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN)and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing
1.0252	1.0252.1	Martin Robertson	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of traffic issues. Loss of good farmland. Loss of greenbelt.	Better traffic planning, improve access	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0252	1.0252.2	Martin Robertson	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of traffic issues. Loss of good farmland. Loss of greenbelt.	Better traffic planning, improve access	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0252	1.0252.3	Martin Robertson	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of traffic issues. Loss of good farmland. Loss of greenbelt.	Better traffic planning, improve access	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0253	1.0253.1	Dillwyn Rosser	N/A	N/A	N/A	Q	Entire Plan	Local Plan	Yes	No	Yes	Yes	To provide professional advice	Construction projects should include employment and training obligations and provide apprenticeships and employment for local people.	Needs a formula that explains how many weeks of apprenticeship training are required per £1 million of construction.	Noted. The Council are not under obligation to ensure that the construction of sites is undertaken by the local population, however, the Local Plan's Policy E1 seeks to support the improvement of the existing skills base.
1.0254	1.0254.1	R W Woods	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	N/A	N/A	N/A	N/A	Waste of time to build a new employment area. Destroys greenbelt. Increase light and noise pollution, increased traffic, increased flooding. Road infrastructure not sufficient.	retention of greenbelt land	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed

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1.0255	1.0255.1	SD Woods	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	N/A	N/A	N/A	N/A	Waste of time to build a new employment area. Destroys greenbelt. Increase light and noise pollution, increased traffic, increased flooding. Road infrastructure not sufficient.	retention of greenbelt land	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed
1.0256	1.0256.1	SL Hetherington	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	N/A	N/A	N/A	N/A	Lack of information flow and only recently been made aware of the Plan. Lack of consultation. Destroying valuable greenbelt land. Increase light and noise pollution and air pollution. Increase in congestion and poor safety near to the primary school. loss of educational nature walks	Greenbelt should be maintained.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked
1.0257	1.0257.1	Janice Wright	N/A	N/A	N/A	N/A	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	Object to all development at Bulkington, too much development for the area. Should not use greenfield sites	Meet the development needs in a more imaginative way, use brownfield sites.	In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development.
1.0258	1.0258.1	M Wormall	N/A	N/A	N/A	N/A	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	Do not agree with building on greenbelt land. Oppose houses being built around Bulkington.	N/A	In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development.
1.0259	1.0259.1	Jag Sidhu	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	No	No	No	N/A	Plan is very unspecific. No details on transport infrastructure, pressure on hospitals. Council should be more specific on factors to meaningful consultation. Biodiversity would be negatively effected.	More details provided on infrastructure, services and better consultation.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport
1.0260	1.0260.1	Margaret Winfield	N/A	N/A	N/A	B	HSG3	Local Plan	No	No	No	No	N/A	No consideration of traffic problems. Community facilities are being overloaded. Loss of recreational space.	Nuneaton should not carry the building from Warwickshire. Better utilise the A444 given its better access.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0260	1.0260.2	Margaret Winfield	N/A	N/A	N/A	B	HSG9	Local Plan	No	No	No	No	N/A	No consideration of traffic problems. Community facilities are being overloaded. Loss of recreational space.	Nuneaton should not carry the building from Warwickshire. Better utilise the A444 given its better access.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0260	1.0260.3	Margaret Winfield	N/A	N/A	N/A	B	HSG10	Local Plan	No	No	No	No	N/A	No consideration of traffic problems. Community facilities are being overloaded. Loss of recreational space.	Nuneaton should not carry the building from Warwickshire. Better utilise the A444 given its better access.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out

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1.0261	1.0261.1	Daniel Foote	N/A	N/A	N/A	O	HSG3	Local Plan	No	No	No	No	N/A	Misuse of greenfield land. No consideration of traffic problems, environmental or recreational issues and community facilities. Nuneaton is being overloaded. Inadequate consultation. Difficult reps form to use.	Nuneaton should not carry the building burden. Use of the A444 for road access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0261	1.0261.2	Daniel Foote	N/A	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	Misuse of greenfield land. No consideration of traffic problems, environmental or recreational issues and community facilities. Nuneaton is being overloaded. Inadequate consultation. Difficult reps form to use.	Nuneaton should not carry the building burden. Use of the A444 for road access.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0261	1.0261.3	Daniel Foote	N/A	N/A	N/A	O	HSG10	Local Plan	No	No	No	No	N/A	Misuse of greenfield land. No consideration of traffic problems, environmental or recreational issues and community facilities. Nuneaton is being overloaded. Inadequate consultation. Difficult reps form to use.	Nuneaton should not carry the building burden. Use of the A444 for road access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0262	1.0262.1	Agnieszka Wojcik	N/A	N/A	N/A	F, J	EMP7	Local Plan	No	No	No	No	N/A	Does not approve of an industrial estate on a greenbelt. Loss of green space.	Retention of the greenbelt	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0263	1.0263.1	Corinne Foote	N/A	N/A	N/A	O	HSG3	Local Plan	No	No	No	No	N/A	Lack of use of brownfield sites. No consideration of traffic problems, environmental effects, community facilities. overloading of Nuneaton. Inadequate consultation. Difficult rep form.	Nuneaton to not carry the housing burden. Greater use of the A444 for road access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0263	1.0263.2	Corinne Foote	N/A	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	Lack of use of brownfield sites. No consideration of traffic problems, environmental effects, community facilities. overloading of Nuneaton. Inadequate consultation. Difficult rep form.	Nuneaton to not carry the housing burden. Greater use of the A444 for road access.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0264	1.0264.1	Tracy Ward	N/A	N/A	N/A	B	HSG6	Local Plan	Yes	No	No	No	N/A	No evidence of sustainable development as building on greenbelt. Noise nuisance from industrial estate. Increased traffic. Poor consultation and appendices of the Plan not giving the facts.	Greater counter-measures to reduce air pollution and risk of flooding.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations

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1.0265	1.0265.1	Ernest Wilkinson	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	Objects to the use of greenbelt land. No consideration of current traffic problems. Loss of good farmland	Use the A444 for access to Coventry	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0265	1.0265.2	Ernest Wilkinson	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	Objects to the use of greenbelt land. No consideration of current traffic problems. Loss of good farmland	Use the A444 for access to Coventry	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be
1.0265	1.0265.3	Ernest Wilkinson	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	Objects to the use of greenbelt land. No consideration of current traffic problems. Loss of good farmland	Use the A444 for access to Coventry	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0266	1.0266.1	Valerie Jackson	N/A	N/A	N/A	N	HSG4	Local Plan	No	No	N/A	No	N/A	Objects to building for Coventry, Bedworth and Nuneaton do not require the amount of houses stated. Increase in noise pollution. Infrastructure problems. High congestion. Loss of habitat. Increase risk of flooding if development occurs. Bedworth is a no go area for development. loss of farmland. risk of air pollution	Reduction in development. None in Nuneaton and Bedworth.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0266	1.0266.2	Valerie Jackson	N/A	N/A	N/A	N	HSG5	Local Plan	No	No	N/A	No	N/A	Objects to building for Coventry, Bedworth and Nuneaton do not require the amount of houses stated. Increase in noise pollution. Infrastructure problems. High congestion. Loss of habitat. Increase risk of flooding if development occurs. Bedworth is a no go area for development. loss of farmland. risk of air pollution	Reduction in development. None in Nuneaton and Bedworth.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth
1.0266	1.0266.3	Valerie Jackson	N/A	N/A	N/A	N	HSG6	Local Plan	No	No	N/A	No	N/A	Objects to building for Coventry, Bedworth and Nuneaton do not require the amount of houses stated. Increase in noise pollution. Infrastructure problems. High congestion. Loss of habitat. Increase risk of flooding if development occurs. Bedworth is a no go area for development. loss of farmland. risk of air pollution	Reduction in development. None in Nuneaton and Bedworth.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. With regards to the loss of agricultural land, in line with the NPPF, the
1.0266	1.0266.4	Valerie Jackson	N/A	N/A	N/A	N	EMP6	Local Plan	No	No	N/A	No	N/A	Objects to building for Coventry, Bedworth and Nuneaton do not require the amount of houses stated. Increase in noise pollution. Infrastructure problems. High congestion. Loss of habitat. Increase risk of flooding if development occurs. Bedworth is a no go area for development. loss of farmland. risk of air pollution	Reduction in development. None in Nuneaton and Bedworth.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality
1.0267	1.0267.1	Bernard Sidwell	N/A	N/A	N/A	B	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	N/A	Underground road under Gilril Road should be taken into account. No night construction work to be undertaken.	Noted.

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1.0268	1.0268.1	CJ Smitt	N/A	N/A	N/A	Q	EMP7	Local Plan	N/A	N/A	N/A	N/A	N/A	No local consultation. Noise pollution, traffic pollution, congestion. Poor road safety. Lack of school places, hospital capacity and infrastructure. Unsuitable roads risk of major congestion.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements
1.0269	1.0269.1	Rosemarie Stokes	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	High traffic congestion, air pollution. No protection of the greenbelt. Increase urban sprawl.	Protection of the greenbelt.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any
1.0270	1.0270.1	John Storrow	N/A	N/A	N/A	E, O	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of environmental or recreational issues, community facilities. loss of good farmland. No use of brownfield sites, increase use of greenfield.	Use of the A444 for road access.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0270	1.0270.2	John Storrow	N/A	N/A	N/A	E, O	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of environmental or recreational issues, community facilities. loss of good farmland. No use of brownfield sites, increase use of greenfield.	Use of the A444 for road access.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0270	1.0270.3	John Storrow	N/A	N/A	N/A	E, O	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of environmental or recreational issues, community facilities. loss of good farmland. No use of brownfield sites, increase use of greenfield.	Use of the A444 for road access.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0271	1.0271.1	Shirley Stout	N/A	N/A	N/A	P	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of environmental or recreational issues, community facilities. loss of good farmland. No use of brownfield sites, increase use of greenfield.	Reduce the number of new dwellings in Nuneaton. Use the A444 to overcome access issues.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0271	1.0271.2	Shirley Stout	N/A	N/A	N/A	P	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of environmental or recreational issues, community facilities. loss of good farmland. No use of brownfield sites, increase use of greenfield.	Reduce the number of new dwellings in Nuneaton. Use the A444 to overcome access issues.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.

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1.0271	1.0271.3	Shirley Stout	N/A	N/A	N/A	P	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of environmental or recreational issues, community facilities. loss of good farmland. No use of brownfield sites, increase use of greenfield.	Reduce the number of new dwellings in Nuneaton. Use the A444 to overcome access issues.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0272	1.0272.1	Irene Stretton	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	N/A	N/A	Proposed development at Bowling Green Lane is not acceptable, incorrect siting next to a primary school. Increase in noise, smell, pollution and heavy traffic.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
1.0273	1.0273.1	Ralph Sullivan	N/A	N/A	N/A	F	Entire Document	Proposals Map	N/A	No	N/A	No	N/A	Questions the soundness of the plan, poor use of brownfield sites. Creation of a enclave on the outskirts of the town and exacerbating the current difficulties in the existing area. Traffic lights will create delay and lead to congestion. Current road system is inadequate. over estimation of the housing need. lack of infrastructure, poor employment prospects. Plan is ill conceived.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
1.0274	1.0274.1	Roy Tallis	N/A	N/A	N/A	B	DS5 (NUN286)	Local Plan	No	No	No	No	N/A	Sustainability report is not adequate, it is incomplete. No Habitat Regulation Assessment. No SCI. the Plan does not meet any of the soundness criteria. Parking traffic problems. Lack of school places. Loss of wildlife habitat. Since Brexit, figures are out of date.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential
1.0275	1.0275.1	Mrs Thomas	N/A	N/A	N/A	N/A	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	Increase in air pollution. Loss of greenbelt. Increase in traffic congestion. Lack of school places and places at doctors	No intake of Coventry houses.	In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The Council acknowledges that additional infrastructure will be required to support new planned development. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0276	1.0276.1	Velda Boote	N/A	N/A	N/A	B	HSG5	Local Plan	No	No	No	Yes	N/A	Insufficient infrastructure to support further housing development e.g. doctors, dentists and schools. Increased congestion on already congested roads.	Greenbelt should be left alone.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0277	1.0277.1	Richard Wykes	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land instead of brownfield. No consideration of current traffic problems, environmental problems. Poor consultation. Overloading of Nuneaton. Reps form too complicated. Inadequate parking facilities at schools	Nuneaton to not carry the housing burden. Use of the A444 for road access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements

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1.0277	1.0277.2	Richard Wykes	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land instead of brownfield. No consideration of current traffic problems, environmental problems. Poor consultation. Overloading of Nuneaton. Reps form too complicated. Inadequate parking facilities at schools	Nuneaton to not carry the housing burden. Use of the A444 for road access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0277	1.0277.3	Richard Wykes	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land instead of brownfield. No consideration of current traffic problems, environmental problems. Poor consultation. Overloading of Nuneaton. Reps form too complicated. Inadequate parking facilities at schools	Nuneaton to not carry the housing burden. Use of the A444 for road access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0278	1.0278.1	Chris Bray	N/A	N/A	N/A	O	Entire Plan	Local Plan	N/A	No	N/A	No	N/A	Lack of thought or understanding on the provision of roads, schools, health work. Overwhelming on current infrastructure. Not enough provision of land for employment, new jobs and regeneration. Not enough provision for affordable housing. Based on out of date population growth figures. plan should take into account Brexit.	N/A	Following a thorough assessment of land available for development, the Borough Plan has sought to release sufficient land to provide a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for an increased amount of housing (above the OAHN) and employment (above the ELR). Furthermore, it is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The proportion of affordable housing provision stated within the policy (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability. The Council acknowledges that additional infrastructure will be required to support new planned development.
1.0279	1.0279.1	Tyler Brodest	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No full consultation. Green Belt usage contravention. Brownfield not being considered elsewhere. Traffic infrastructure not good enough. Putting existing resident's well-being at risk. Nuneaton taking Coventry land is not a good idea.	Rethink current strategy and explore other relevant sustainable projects for housing. Leave greenbelt alone. Better options for housing in Coventry with better infrastructure. Use A444.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to
1.0279	1.0279.2	Tyler Brodest	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No full consultation. Greenbelt usage contravention. Brownfield not being considered elsewhere. Traffic infrastructure not good enough. Putting existing resident's well-being at risk. Nuneaton taking Coventry land is not a good idea.	Rethink current strategy and explore other relevant sustainable projects for housing. Leave greenbelt alone. Better options for housing in Coventry with better infrastructure. Use A444.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0279	1.0279.3	Tyler Brodest	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	Yes	N/A	No full consultation. Green Belt usage contravention. Brownfield not being considered elsewhere. Traffic infrastructure not good enough. Putting existing resident's well-being at risk. Nuneaton taking Coventry land is not a good idea.	Rethink current strategy and explore other relevant sustainable projects for housing. Leave greenbelt alone. Better options for housing in Coventry with better infrastructure. Use A444.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The settlement hierarchy reflects the level of service provision within each settlement.
1.0280	1.0280.1	Philip Rawle	Greenlight Developments	N/A	N/A	N/A	DS4	Local Plan	N/A	N/A	N/A	Yes	To explain matters in more detail.	Policy not soundly based. Breach of duty to cooperate.	Policy must recognise the Borough will have to meet its apportionate unmet housing need, state how the additional houses will be provided and state how employment land will be provided.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).

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1.0280	1.0280.2	Philip Rawle	Greenlight Developments	N/A	N/A	N/A	DS2	Local Plan	N/A	N/A	N/A	Yes	To explain matters in more detail.	Policy is unsound. Support the approach of Keresley falling within this edge of Coventry location.	Keresley should be described as having a supporting role for housing rather than local role.	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. When land parcels were assessed for their suitability for strategic allocation, the criteria looked at the ability of the parcel to support the respective role of the settlements. Bulkington has significantly less services than Bedworth, but scores a much higher sustainability score than Keresley and Ash Green/Neal's Green, which have roughly the same level of provision. This would indicate that Bulkington is a sustainable rural settlement and also more sustainable than Keresley and Ash Green/Neal's Green. The lower tiered settlements do not benefit from the same level of key services and facilities and therefore can not support the same level of growth as residents will be reliant on travelling by private car to access key basic services and facilities.
1.0280	1.0280.3	Philip Rawle	Greenlight Developments	N/A	N/A	N/A	DS5	Local Plan	N/A	N/A	N/A	Yes	To explain matters in more detail.	Policy is unsound. Dwelling figure quoted is short against what was agreed.	Additional housing will need to be provided. Included SHLAA site NUN178. Under land which is to be removed from the greenbelt state: SHLAA Site NUN178.	NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
1.0280	1.0280.4	Philip Rawle	Greenlight Developments	N/A	N/A	N/A	DS7	Local Plan	No	N/A	N/A	Yes	To explain matters in more detail.	Policy is unsound. Dwelling figure quoted is short against what was agreed.	Additional housing will need to be provided. Included SHLAA site NUN178. Under land which is to be removed from the greenbelt state: SHLAA Site NUN178.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
1.0280	1.0280.5	Philip Rawle	Greenlight Developments	N/A	N/A	N/A	Entire Plan	Local Plan	No	N/A	N/A	Yes	To explain matters in more detail.	The Plan is not legally complaint. The duty to cooperate has not been met.	Plan need to be revised to incorporate all of Nuneaton and Bedworth's apportionment of Coventry's unmet housing and employment need. Further housing and employment sites are needed in the borough. Employment allocation at EMP3 should be reinstated back into the Plan.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
1.0281	1.0281.1	Jim Foster	N/A	N/A	N/A	N/A	HSG1	Local Plan	No	No	No	Yes	To support technical points raised in the response.	HSG1 already had 1000 homes approved since 2012, this is not mentioned in the Plan. Now the only borough without an acceptable park. Increased effect on air pollution and biodiversity.	Infrastructure needs to be in place before development of houses.	The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. Policy HS6 relates to NPPF paragraphs 70, 73 and 156 which sets out to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities such as sports venues to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic
1.0282	1.0282.1	Andrew Fitzsimmons	N/A	N/A	N/A	B, F	Entire Plan	Local Plan	No	No	No	N/A	N/A	No consideration of current traffic problems. Inadequate public consultation. No local meeting. Current infrastructure is overloaded. Towns already gridlocked and can only get worse with increase in volume of traffic.	N/A	With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. The comments relating to the adequacy of public consultation is also noted. The Council has undertaken
1.0283	1.0283.1	Gary Chattawy	N/A	N/A	N/A	Q	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Current traffic congestion is already a problem. Present parking does not meet the existing population's needs, often roads blocked with parked cars. Existing roads are already dangerous and a speed limit that is too high.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport
1.0284	1.0284.1	Ernest Quinney	Bulkington Residents Voice (BRV)	N/A	N/A	R (BRV)	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Little or no provision for burial in the area and the Council has no plan for this. Sewage needs updating. Doctors are overstretched in the area. No ambulance or police station.	N/A	Noted. The Council support the provision of cemeteries in the Borough and set out their commitment to this in policy NE1 "Green Infrastructure". Cemeteries, which have been categorised as "parks and gardens" form an integral part of the Borough's Green Infrastructure and the Council have committed to create, protect, manage and enhance their Green Infrastructure Assets. In regards to provision of healthcare, the policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.

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1.0285	1.0285.1	Suzanne Fawcett	Bulkington Residents Voice (BRV)	N/A	N/A	B	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Do not build on agricultural land. The greenbelt needs protecting. No merger with Birmingham or Coventry.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of greenbelt, productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the sites has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Furthermore, the Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0286	1.0286.1	Ken Fawcett	Bulkington Residents Voice (BRV)	N/A	N/A	B	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Do not build on agricultural land. The greenbelt needs protecting. No merger with Birmingham or Coventry.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of greenbelt, productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the sites has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Furthermore, the Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0287	1.0287.1	Gillian Heatley	Bulkington Residents Voice (BRV)	N/A	N/A	N/A	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	Potential site entrance from Coventry Road shown in error. Boundary line of the site is also wrong. No conclusion as to which access from Coventry Road might be used. No indication of exceeding the 28 dwelling per Ha limit. No height restriction is indicated. The need to take greenbelt land is unnecessary.	No buildings over 2 storeys should be built on any of HSG8.	Noted. Boundary line for allocation will be amended. To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. With regards to housing numbers, the proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical
1.0288	1.0288.1	Ian Johnson	Bulkington Residents Voice (BRV)	N/A	N/A	Q	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Impact on biodiversity. Increase in traffic. Population density increased. Flooding will worsen. Parking problem would increase. Nothing can mitigate the effects of development.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment
1.0289	1.0289.1	Robert Timmons	Bulkington Residents Voice (BRV)	N/A	N/A	B, D, G	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Object to 700 homes in Bulkington. Increase in traffic and parking needs. No loss of greenbelt.	N/A	Comments noted. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy. In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area
1.0290	1.0290.1	Janet Bennett	Bulkington Residents Voice (BRV)	N/A	N/A	N/A	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Current parking problems will increase. On-road parking will increase.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. Furthermore, any planning application
1.0291	1.0291.1	Christine Davies	Bulkington Residents Voice (BRV)	N/A	N/A	O	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Strongly disagree with the proposals. Area already over populated. Insufficient infrastructure in the area. Insufficient road structure and public transport. A move from a village to a town if development goes ahead.	N/A	Comments noted. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with

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1.0291	1.0291.2	Christine Davies	Bulkington Residents Voice (BRV)	N/A	N/A	O	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	Strongly disagree with the proposals. Area already over populated. Insufficient infrastructure in the area. Insufficient road structure and public transport. A move from a village to a town if development goes ahead.	N/A	Comments noted. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with
1.0292	1.0292.1	Irene Baker	Bulkington Residents Voice (BRV)	N/A	N/A	N/A	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	Current problems with sewerage near Severn Road. Disagree with the expansion of Arden Forest School as already traffic problems, congestion and inadequate parking. Proposed cycle land on B4029 is highly impractical due to narrow road and cars parking on the road. Current infrastructure cannot support a significant rise in population.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA)
1.0293	1.0293.1	Brain Robinson	Bulkington Residents Voice (BRV)	N/A	N/A	N/A	NE1	Local Plan	N/A	N/A	N/A	N/A	N/A	Proposed increase in population will reduce the green areas and make the provision even more inadequate. Village centres do not have enough car parking, proposed development will cause chaos.	Proposed development must include large areas of green space for walking and other recreation. Any new large development must include around 150 additional car parking spaces in the village centre. New development must also include additional medical facilities.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications and the level of necessary requirements.
1.0294	1.0294.1	Ken & Rita Elliot	Bulkington Residents Voice (BRV)	N/A	N/A	G	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Density statements and land values are misleading. Large development would create an increase in noise pollution. An increase in population would destroy the character of Bulkington. Existing faculties would become insufficient. Inadequate employment currently.	N/A	Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. NBBC has also worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. The plan is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of
1.0295	1.0295.1	Richard Reynolds	Bulkington Residents Voice (BRV)	N/A	N/A	N/A	HSG8	Local Plan	Yes	No	N/A	Yes	To get points across and assess information	Building on flood plain. Current infrastructure is insufficient to cope with an increase in population.	N/A	In regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. Furthermore, it should be noted that any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each
1.0296	1.0296.1	Dawn Maycock	Bulkington Residents Voice (BRV)	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	Destruction of the greenbelt. Current infrastructure is insufficient; schools, doctors, hospitals roads.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0297	1.0297.1	Matthew Bowles	Bulkington Residents Voice (BRV)	N/A	N/A	O	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Current infrastructure is unable to cope with development. The village status will be lost and become a mini town. Loss of too much greenbelt land. Views and prices would suffer.	N/A	Comments noted. In line with the national planning policy. In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be
1.0298	1.0298.1	Lynda Whiting	Bulkington Residents Voice (BRV)	N/A	N/A	D	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Oppose development on the greenbelt. Great increase in population. Development would destroy the village, community and wildlife.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA

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1.0299	1.0299.1	Diane Gathear	Bulkington Residents Voice (BRV)	N/A	N/A	A	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Increase in traffic. Concerns as to doctors waiting times. Not enough parking for village shops. Insufficient school places.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. In terms of the potential traffic impact, all proposed
1.0300	1.0300.1	Karen Ford	Bulkington Residents Voice (BRV)	N/A	N/A	B	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Potential conflict of interest with Councillor Gutteridge who's mother owns land at Benn Road. Councillor is on the planning committee.	N/A	Noted. This would be addressed through the policies and procedures Council's Constitution.
1.0301	1.0301.1	Susanne Wilson	N/A	N/A	N/A	O (Twitter/FB)	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt land, appears to have omitted brownfield sites, no consideration of current traffic problems. No consideration of environmental recreational issues, no consideration of community facilities such as schools and doctors which is already a problem. Seem to be overloading Nuneaton compared with other towns in county, loss of good farmland and inadequate consultation with no meeting in Whitestone.	Why does Nuneaton need to carry the housing burden, why is the A444 not used given the obvious road to Coventry. The Arbury estate put forward a much better conceived plan on the A444 between Griff and M6 Island.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0301	1.0301.2	Susanne Wilson	N/A	N/A	N/A	O (Twitter/FB)	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt land, appears to have omitted brownfield sites, no consideration of current traffic problems. No consideration of environmental recreational issues, no consideration of community facilities such as schools and doctors which is already a problem. Seem to be overloading Nuneaton compared with other towns in county, loss of good farmland and inadequate consultation with no meeting in Whitestone.	Why does Nuneaton need to carry the housing burden, why is the A444 not used given the obvious road to Coventry. The Arbury estate put forward a much better conceived plan on the A444 between Griff and M6 Island.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0301	1.0301.3	Susanne Wilson	N/A	N/A	N/A	O (Twitter/FB)	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land, appears to have omitted brownfield sites, no consideration of current traffic problems. No consideration of environmental recreational issues, no consideration of community facilities such as schools and doctors which is already a problem. Seem to be overloading Nuneaton compared with other towns in county, loss of good farmland and inadequate consultation with no meeting in Whitestone.	Why does Nuneaton need to carry the housing burden, why is the A444 not used given the obvious road to Coventry. The Arbury estate put forward a much better conceived plan on the A444 between Griff and M6 Island.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0301	1.0301.4	Susanne Wilson	N/A	N/A	N/A	O (Twitter/FB)	Entire Plan	Local Plan	No	No	No	No	N/A	Difficult representation form if you are not an expert.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0302	1.0302.1	John Ingram	N/A	N/A	N/A	**B,F**	HSG6	Local Plan	No	No	No	No	N/A	School Lane cannot take any more traffic, the rush hour is busy enough.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0303	1.0303.1	Martin Goldingay	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Green Belt Land being built when there are brownfield sites available. The surrounding area if not able to cope with the high traffic volume and problems already exist for traffic at peak times. We need the farmland to feed the nation. No meeting in Whitestone be consultation, which is inadequate, wildlife will be destroyed.	Why does Nuneaton need to carry the housing burden, why is the area around the A444 not being used, as this would provide access to Coventry.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest

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1.0303	1.0303.2	Martin Goldingay	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Green Belt Land being built when there are brownfield sites available. The surrounding area if not able to cope with the high traffic volume and problems already exist for traffic at peak times. We need the farmland to feed the nation. No meeting in Whitestone be consultation, which is inadequate, wildlife will be destroyed.	Why does Nuneaton need to carry the housing burden, why is the area around the A444 not being used, as this would provide access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0303	1.0303.3	Martin Goldingay	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Green Belt Land being built when there are brownfield sites available. The surrounding area if not able to cope with the high traffic volume and problems already exist for traffic at peak times. We need the farmland to feed the nation. No meeting in Whitestone be consultation, which is inadequate, wildlife will be destroyed.	Why does Nuneaton need to carry the housing burden, why is the area around the A444 not being used, as this would provide access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0303	1.0303.4	Martin Goldingay	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	The representation form is difficult only an expert can understand it.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0304	1.0304.1	Mrs P Ison	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	School Lane is already congested especially around junction with Coventry Road at peak times. The proposed development will only worsen this situation. Exhall Green and Windmill Road are used as ways to avoid the queues, these roads are very narrow and due to parked cars are often difficult to navigate. These roads also provide the nearest way to St Giles School and parents occupying the proposed new houses are likely to use this route to take their children there. The noise and pollution from the two major roads in particular are very real and constant. Recently when the air was misty and still the smell and taste of sulphur was very noticeable. This area is often flooded after heavy rain especially the field opposite the terraced houses in School Lane. There is also evidence that there are at least thirteen unexploded bombs buried there. This is the last remaining gap between Exhall and Coventry and should be retained.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that
1.0305	1.0305.1	Mary Borton	N/A	N/A	N/A	A, O (by letter)	HSG6	Local Plan	No	No	No	No	N/A	Insufficient consultation, developing this land will join NBBC with Coventry City Council, with no defined area between the two. The site is too close to the M6 in relation to noise pollution and the site also is constricted by pylons, as I understand, prospective home buyers find it difficult to get a mortgage on a house near to a pylon. Further, school lane cannot take any more traffic. The fields also flood and the trees that currently soak up the excess surface water will be removed if development comes forward on this site. There is also insufficient capacity with the sewage system to accommodate the demand likely to arise from this proposed development. There is also insufficient space at the local doctors' surgeries and the local schools. There are also a number of species which habitat on this site, this development will damage wildlife once their habitat is destroyed.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning
1.0305	1.0305.2	Mary Borton	N/A	N/A	N/A	A, O (by letter)	EMP7	Local Plan	No	No	No	No	N/A	Insufficient consultation, this proposed development will also worsen the traffic congestion already in the area, especially with HGV traffic. There is also sufficient other brownfield sites which were previously industrial units, surely, these sites should come forward before Green Belt? The land surrounding Bowling Green already suffers from pollution due to its proximate location to the M6. If an industrial site is to come forward on this site then this will only worsen pollution in the area.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered
1.0305	1.0305.3	Mary Borton	N/A	N/A	N/A	A, O (by letter)	Entire Plan	Local Plan	No	No	No	No	N/A	There is no LDS in place. Nuneaton and Bedworth do not need the quantity of housing proposed. There is insufficient evidence base to support the site allocations for development.	N/A	The Plan is considered compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).

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1.0306	1.0306.1	Debra Kearney	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	In opposition to all proposed developments in and around Bulkington. Green Belt land should be protected especially for the sake of wildlife, flora and fauna and for flood protection. What research has the Planning Policy and Economic Development Department done to ensure that the proposed building will not destroy essential habitats of rare British species? What was the planning refusal for the planning application on 012024? How was this been addressed under the new proposal? These proposals will increase traffic in the area and there is already a major health and safety issue with parents dropping children off at schools and having nowhere to park. This will only worsen if more development comes forward. There are also insufficient spaces in the local schools to accommodate the demand likely to arise from this development. I would also like to know who is responsible for judging planning applications in terms of their aesthetic appropriateness. The Borough Consultation Summary suggests there will be some improvement to the sewage network. What communication have you had with Severn Trent and Amec with regard to this? There will be no additional jobs in Bulkington to balance this commuter culture.	N/A	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough
1.0307	1.0307.1	David J Kearney	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	I object strongly to houses being built on green field sites and the destruction of the natural landscape around the village. This will be detrimental to the local natural environment and wildlife that inhabits the area. Building in the green fields behind Severn Road will in effect push the greenbelt land beyond the railway line toward Bedworth. Any houses that are built in the area will almost certainly be used for people to commute to work in other areas (Coventry, Birmingham, Nuneaton, Leicester) not to fulfil a specifically local need for housing in the village. I fail to see any benefits for the local community. The new build proposals will only bring new problems for the local community and put more pressure on the infrastructure that supports day to day life for the local people of Bulkington. Building new homes will bring more people to the village and a significant amount of extra vehicles to the road system that serves the village. The extent of the proposed housing build will put more pressure on the village amenities. There have been a number of recent building developments along the road near the entrance to Severn Road, all of which have shown no consideration for the impact the changes will have on the visual nature of their surroundings but simply as a vehicle for maximising profit from their plot of land. They also display a lack of appreciation for visual integrity by the local council for approving the building plans. I do not believe that the land is an appropriate place to build new houses. The council should look toward the development and utilisation of brown field sites to develop for new homes.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or
1.0308	1.0308.1	Angela Reeve	N/A	N/A	N/A	D, O (Word of mouth, FB Page, neighbourhood designed posters and leaflets)	HSG6	Local Plan	No	No	No	Yes	In order to ensure the Government Inspector appreciates the extent of local objection to this Plan and the depth of feeling from local residents. Also to reinforce the lack of foresight and consideration extended by the local Council.	Exceptional Circumstances have not been demonstrated in accord with case law and policy. Building on Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. It does not constitute an "exceptional circumstance". The Council changes to Green Belt do not have the support of local people, as required by ministerial guidance. The Council has not properly weighed the requirement for Green Belt to be enduring and permanent nor has it properly assessed the particular hazard of urban sprawl, Nor has it given appropriate weight to loss of bio-diversity, the damage to recreation, leisure, education, ecosystem services, landscape and health – as recognised by NPPF9. Brexit is likely to have a significant effect especially on the anticipated population growth in Coventry which is set to fall dramatically and therefore renders null and void the current need to take on overspill housing under the Duty to Co-operate. There is nothing in case law, statute, or guidance to support counting tick boxes like this, to decide, in effect which pieces of land should be removed from Green Belt. It is a numerical fallacy to assume that all decisions can be reduced to quantitative assessment.	There is nothing the Council can do to make the building of houses on the green lung area of Bedworth (HSG6) either legal or sound as it transgresses the very nature of this parcel of land, via to act as a green lung boundary between Coventry and Bedworth. However, a modification which protected these natural defences on the site would be a step towards making the Plan sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning
1.0308	1.0308.2	Angela Reeve	N/A	N/A	N/A	D, O (Word of mouth, FB Page, neighbourhood designed posters and leaflets)	EMP7	Local Plan	No	No	No	Yes	In order to ensure the Government Inspector appreciates the extent of local objection to this Plan and the depth of feeling from local residents. Also to reinforce the lack of foresight and consideration extended by the local Council.	The Council has neither liaised with nor notified all the small businesses in the area, as required by law. No notice of intended plans has been received by any local business in Bayton Road or Blackhorse Lane of the impending changes which will impact greatly on traffic flow within the area. Exceptional Circumstances have not been demonstrated in accord with case law and policy. A further increase of industrial/business traffic in and around Bedworth will increase commuting, noise, traffic and pollution. The Council do not have the support of local people, as required by ministerial guidance. The Council has not given appropriate weight to loss of bio-diversity, the damage to recreation, leisure, education, ecosystem services, landscape and health – as recognised by NPPF9. Brexit is likely to have a significant effect especially on the anticipated population growth in Coventry which is set to fall dramatically and therefore renders null and void the current need to take on overspill population under the Duty to Co-operate. The Council has not adequately considered the nature of the area and therefore have not fully considered the infrastructure required to cope with such a development. The Council has not correctly read the NPPF which does not say that OAN always must be met in full. It has not understood the very important qualifications and caveats to that instruction and has again failed to provide convincing arguments of exceptional circumstances considered the infrastructure required to cope with such a development. The Council has not correctly read the NPPF which does not say that OAN always must be met in full. It has not understood the very important qualifications and caveats to that instruction and has again failed to provide convincing arguments of	There are no modifications the Council can make to render this Plan legally compliant or sound as the area will not cope with the volumes of traffic, and the environment will not cope with the heavy pollution that a development of this nature would inflict on the surrounding neighbourhood.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for
1.0309	1.0309.1	Peter Catchpole	N/A	N/A	N/A	D, O (Word of mouth, FB Page, neighbourhood designed posters and leaflets)	HSG6	Local Plan	No	No	No	No	N/A	Exceptional Circumstances have not been demonstrated in accord with case law and policy. Building on Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. It does not constitute an "exceptional circumstance". The Council changes to Green Belt do not have the support of local people, as required by ministerial guidance. The Council has not properly weighed the requirement for Green Belt to be enduring and permanent nor has it properly assessed the particular hazard of urban sprawl, Nor has it given appropriate weight to loss of bio-diversity, the damage to recreation, leisure, education, ecosystem services, landscape and health – as recognised by NPPF9. Brexit is likely to have a significant effect especially on the anticipated population growth in Coventry which is set to fall dramatically and therefore renders null and void the current need to take on overspill housing under the Duty to Co-operate. There is nothing in case law, statute, or guidance to support counting tick boxes like this, to decide, in effect which pieces of land should be removed from Green Belt. It is a numerical fallacy to assume that all decisions can be reduced to quantitative assessment.	There is nothing the Council can do to make the building of houses on the green lung area of Bedworth (HSG6) either legal or sound as it transgresses the very nature of this parcel of land, via to act as a green lung boundary between Coventry and Bedworth. However, a modification which protected these natural defences on the site would be a step towards making the Plan sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning
1.0309	1.0309.2	Peter Catchpole	N/A	N/A	N/A	D, O (Word of mouth, FB Page, neighbourhood designed posters and leaflets)	EMP7	Local Plan	No	No	No	No	N/A	The Council has neither liaised with nor notified all the small businesses in the area, as required by law. No notice of intended plans has been received by any local business in Bayton Road or Blackhorse Lane of the impending changes which will impact greatly on traffic flow within the area. Exceptional Circumstances have not been demonstrated in accord with case law and policy. A further increase of industrial/business traffic in and around Bedworth will increase commuting, noise, traffic and pollution. The Council do not have the support of local people, as required by ministerial guidance. The Council has not given appropriate weight to loss of bio-diversity, the damage to recreation, leisure, education, ecosystem services, landscape and health – as recognised by NPPF9. Brexit is likely to have a significant effect especially on the anticipated population growth in Coventry which is set to fall dramatically and therefore renders null and void the current need to take on overspill population under the Duty to Co-operate. The Council has not adequately considered the nature of the area and therefore have not fully considered the infrastructure required to cope with such a development. The Council has not correctly read the NPPF which does not say that OAN always must be met in full. It has not understood the very important qualifications and caveats to that instruction and has again failed to provide convincing arguments of exceptional circumstances considered the infrastructure required to cope with such a development. The Council has not correctly read the NPPF which does not say that OAN always must be met in full. It has not understood the very important qualifications and caveats to that instruction and has again failed to provide convincing arguments of	There are no modifications the Council can make to render this Plan legally compliant or sound as the area will not cope with the volumes of traffic, and the environment will not cope with the heavy pollution that a development of this nature would inflict on the surrounding neighbourhood.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for
1.0310	1.0310.1	David Timms	N/A	N/A	N/A	F	HSG9	Local Plan	N/A	No	N/A	No	N/A	The two access roads proposed are unsuitable and are not designed for a two way traffic flow. There are no footpaths on either of the cul-de-sacs. Opening up these cul de sacs should not be an option as then the roads will effectively become through roads. I question whether these roads have been properly assessed by Highways. This proposed development would have a detrimental impact on residents at Leyton Close and Gressington Drive area. These two estates should be kept separate.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0311	1.0311.1	Shirley Barlow	N/A	N/A	N/A	N/A	Entire Document	Proposals Map	No	No	No	No	N/A	No consideration of traffic issues,, environment and recreational issues, schools and doctors. The Green Belt is disappearing and there are too many people already in Nuneaton without more housing being proposed. Roads are already in a dreadful condition and extra traffic will cause complete chaos and extra wear and tear. We need our Green Belt for exercise, health and fresh air.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing
1.0312	1.0312.1	Keith Cherry	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Insufficient consideration of local traffic density, loss of good farm land, inadequate consultation and lack of affordable housing linked to local requirements. The Council needs to show awareness of the problems associated with a reduction in food production.	The Council need to produce a plan which considers the effects of loss of food production. There is also a need for the presentation of studies on road traffic load. There must be a better use of brown field sites. There is also a need to show how the numbers of people who require affordable housing have been arrived at and give them priority in any all proposed housing schemes.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to
1.0312	1.0312.2	Keith Cherry	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Insufficient consideration of local traffic density, loss of good farm land, inadequate consultation and lack of affordable housing linked to local requirements. The Council needs to show awareness of the problems associated with a reduction in food production.	The Council need to produce a plan which considers the effects of loss of food production. There is also a need for the presentation of studies on road traffic load. There must be a better use of brown field sites. There is also a need to show how the numbers of people who require affordable housing have been arrived at and give them priority in any all proposed housing schemes.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated.
1.0312	1.0312.3	Keith Cherry	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Insufficient consideration of local traffic density, loss of good farm land, inadequate consultation and lack of affordable housing linked to local requirements. The Council needs to show awareness of the problems associated with a reduction in food production.	The Council need to produce a plan which considers the effects of loss of food production. There is also a need for the presentation of studies on road traffic load. There must be a better use of brown field sites. There is also a need to show how the numbers of people who require affordable housing have been arrived at and give them priority in any all proposed housing schemes.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the
1.0313	no rep for this reference															
1.0314	1.0314.1	Marlowe Jeffcote	N/A	N/A	N/A	F	Entire Document	Proposals Map	No	No	No	No	N/A	Nuneaton is being overloaded with houses whilst other villages and towns are not. The local infrastructure, including the road network, will not be able to accommodate the demand from the developments. Development should be on brownfield, not on green belt land.	Development should be focused around the A444.	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton
1.0315	1.0315.1	Peter Jeffcott	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Nuneaton is being flooded with more housing than the surrounding towns. Doctors' surgeries and local schools are already unable to cope with demand and this development will only worsen the situation. This land is supposed to be Green Belt, it is also a recreational area for local walkers.	Other areas should take the housing requirement.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0315	1.0315.2	Peter Jeffcott	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Nuneaton is being flooded with more housing than the surrounding towns. Doctors' surgeries and local schools are already unable to cope with demand and this development will only worsen the situation. This land is supposed to be Green Belt, it is also a recreational area for local walkers.	Other areas should take the housing requirement.	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth. Bedworth, as a defined town, therefore ranks second in the hierarchy. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0315	1.0315.3	Peter Jeffcott	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Nuneaton is being flooded with more housing than the surrounding towns. Doctors' surgeries and local schools are already unable to cope with demand and this development will only worsen the situation. This land is supposed to be Green Belt, it is also a recreational area for local walkers.	Other areas should take the housing requirement.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0316	1.0316.1	Roger Wool	N/A	N/A	N/A	F	Entire Plan	Local Plan	Yes	No	No	Yes	N/A	Whilst the Plan is legally compliant - the road infrastructure needs to be in place prior to the commencement of development.	No provision is being made for new roads to handle the 20% increase in traffic. These roads are already virtually gridlocked for long periods of the day.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0317	1.0317.1	Linda Ann Freestone	N/A	N/A	N/A	F, G, O (twitter/fb)	HSG9	Local Plan	No	No	No	No	I would be unable to talk in front of a large number of people.	The allocated site which is currently fields, provides me with great pleasure. There are issues in relation to traffic, noise, schooling, the loss of wildlife and lack of parking. This site allocation has caused the respondent and partner health issues.	This site allocation will never be legally compliant as long as Nuneaton road structure, parking, schooling etc. is not sufficient to warrant any more houses.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. As detailed in the IDP, there is a need for expansion of facilities as well as the provision of new facilities to meet the growth requirements proposed within the Borough. This will be achieved through development contributions to the expansion of existing school facilities, or the development of new facilities on the strategic sites. The developers of each of the strategic allocations will be encouraged to engage in dialogue early with the Local Education Authority (WCC) to
1.0317	1.0317.2	Linda Ann Freestone	N/A	N/A	N/A	F, G, O (twitter/fb)	Entire Plan	Local Plan	No	No	No	No	I would be unable to talk in front of a large number of people.	The consultation form was difficult to understand for members of the public.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0318	1.0318.1	Robin Freestone	N/A	N/A	N/A	B,D,F,G,M, N, O (twitter/fb)	HSG9	Local Plan	No	No	No	No	N/A	Nuneaton seems to be at the centre of development yet it is the most densely populated area. Nuneaton cannot cope with a huge increase in traffic , not to mention the environment and traffic issues. Why use Green Belt and our good farmland which brings me on to the loss of wildlife not to mention the destruction of the countryside and its natural beauty. The proposed development area contributes greatly towards our recreational health and well being.	Other areas are better placed to take this development. The area between Coventry and Bedworth has more infrastructure and easy access to the M6 at hand.	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water
1.0319	1.0319.1	Stephen Oliver	N/A	N/A	N/A	B,F, J	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current/future traffic problems appear to overload Nuneaton compared to other Warwickshire towns.	Land alongside A444 opposite Bedworth might be better suited with less disruption.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0320	1.0320.1	Travena Oliver	N/A	N/A	N/A	B,F, J	HSG9	Local Plan	No	No	No	No	N/A	Seems to be overloading Nuneaton with new housing. Schools and doctors are already a problem, traffic is also already busy. Green Belt land is being used instead of Brownfield. Also there was no meeting held in Whitestone.	Why should Nuneaton carry the housing expansion? A444 area would be more appropriate due to the existing road access to Coventry.	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the

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1.0321	1.0321.1	Ivan Merry	N/A	N/A	N/A	D,F	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt and appears to have omitted use of brown field sites. No consideration of current traffic problems, no consideration of doctors facilities which is already a series problem in the Whitestone area. Loss of environmental and recreational facilities and loss of food (arable land).	The A444 should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0321	1.0321.2	Ivan Merry	N/A	N/A	N/A	D,F	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt and appears to have omitted use of brown field sites. No consideration of current traffic problems, no consideration of doctors facilities which is already a series problem in the Whitestone area. Loss of environmental and recreational facilities and loss of food (arable land).	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0321	1.0321.3	Ivan Merry	N/A	N/A	N/A	D,F	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt and appears to have omitted use of brown field sites. No consideration of current traffic problems, no consideration of doctors facilities which is already a serious problem in the Whitestone area. Loss of environmental and recreational facilities and loss of food (arable land).	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0322	1.0322.1	Margaret Merry	N/A	N/A	N/A	D,F	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt and appears to have omitted use of brown field sites. No consideration of current traffic problems, no consideration of doctors facilities which is already a series problem in the Whitestone area. Loss of countryside for walks and fresh air / relaxation and arable land.	The A444 should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0322	1.0322.2	Margaret Merry	N/A	N/A	N/A	D,F	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt and appears to have omitted use of brown field sites. No consideration of current traffic problems, no consideration of doctors facilities which is already a series problem in the Whitestone area. Loss of countryside for walks and fresh air / relaxation and arable land.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0322	1.0322.3	Margaret Merry	N/A	N/A	N/A	D,F	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt and appears to have omitted use of brown field sites. No consideration of current traffic problems, no consideration of doctors facilities which is already a serious problem in the Whitestone area. Loss of countryside for walks and fresh air / relaxation and arable land.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0323	1.0323.1	Wendy Goldingay	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	It is unacceptable to be building on Green Belt Land when Brown Field sites are more suitable. Traffic problems in the area are already being experienced, and further developments will add to congestion. Wildlife will be destroyed.	Nuneaton appears to be carrying the housing burden, the area around the A444 is a far more suitable location for development, providing better access to Coventry.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest

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	Comment reference number	**Name**	**Organisation**	**Name**	**Organisation**	**How did you find out about this Consultation? (A-R see key)**	**Policy number**	**Policies Map / Other document**	**Legally Compliant (yes / no)**	**Sound (yes / no)**	**Complies with Duty to Cooperate (yes / no)**	**Appearance at Examination (Yes/No)**	**Justification for Appearance at Examination**	**Summary of comment**	**Suggested Modifications**	**Officer response**
1.0323	1.0323.2	Wendy Goldingay	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	It is unacceptable to be building on Green Belt Land when Brown Field sites are more suitable. Traffic problems in the area are already being experienced, and further developments will add to congestion. Wildlife will be destroyed.	Nuneaton appears to be carrying the housing burden, the area around the A444 is a far more suitable location for development, providing better access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised
1.0323	1.0323.3	Wendy Goldingay	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	It is unacceptable to be building on Green Belt Land when Brown Field sites are more suitable. Traffic problems in the area are already being experienced, and further developments will add to congestion. Wildlife will be destroyed.	Nuneaton appears to be carrying the housing burden, the area around the A444 is a far more suitable location for development, providing better access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0323	1.0323.4	Wendy Goldingay	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	The representation form is difficult.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0324	1.0324.1	Roger Osbourne	N/A	N/A	N/A	F,H, M, N	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt land, no consideration of current traffic, recreational facilities, schools, doctors.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0324	1.0324.2	Roger Osbourne	N/A	N/A	N/A	F,H, M, N	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land, no consideration of current traffic, recreational facilities, schools, doctors.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0324	1.0324.3	Roger Osbourne	N/A	N/A	N/A	F,H, M, N	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt land, no consideration of current traffic, recreational facilities, schools, doctors.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0325	1.0325.1	Bryan Mynard	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic issues, seem to be overloading Nuneaton in comparison with other areas in Warwickshire.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0325	1.0325.2	Bryan Mynard	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic issues, seem to be overloading Nuneaton in comparison with other areas in Warwickshire.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0325	1.0325.3	Bryan Mynard	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic issues, seem to be overloading Nuneaton in comparison with other areas in Warwickshire.	The A444 should be used.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Development has been target to areas considered to be most sustainable based on their position in the Settlement Hierarchy, which reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough.
1.0326	1.0326.1	Gillian Stephenson	N/A	N/A	N/A	O (Neighbour)	HSG3	Local Plan	No	No	No	No	N/A	The Plan uses Green Belt land which should be protected and saved without using Brownfield sites which should always be used before Green Belt land. No consideration has been given to current traffic problems in the area , new homes and cars cannot be accommodated in Nuneaton . Nuneaton is already overloaded with new housing plans when compared with other towns in Warwickshire.	The burden of new housing should be shared better among other towns in the area. We should be looking to expand the area next to the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy
1.0326	1.0326.2	Gillian Stephenson	N/A	N/A	N/A	O (Neighbour)	HSG9	Local Plan	No	No	No	No	N/A	The Plan uses Green Belt land which should be protected and saved without using Brownfield sites which should always be used before Green Belt land. No consideration has been given to current traffic problems in the area , new homes and cars cannot be accommodated in Nuneaton . Nuneaton is already overloaded with new housing plans when compared with other towns in Warwickshire.	The burden of new housing should be shared better among other towns in the area. We should be looking to expand the area next to the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0326	1.0326.3	Gillian Stephenson	N/A	N/A	N/A	O (Neighbour)	HSG10	Local Plan	No	No	No	No	N/A	The Plan uses Green Belt land which should be protected and saved without using Brownfield sites which should always be used before Green Belt land. No consideration has been given to current traffic problems in the area , new homes and cars cannot be accommodated in Nuneaton . Nuneaton is already overloaded with new housing plans when compared with other towns in Warwickshire.	The burden of new housing should be shared better among other towns in the area. We should be looking to expand the area next to the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0326	1.0326.4	Gillian Stephenson	N/A	N/A	N/A	O (Neighbour)	Entire Plan	Local Plan	No	No	No	No	N/A	This form is very difficult to complete if you're not an expert which seems to discourage people from having their say.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0327	1.0327.1	John Stephenson	N/A	N/A	N/A	F, G, O (twitter/fb)	HSG9	Local Plan	No	No	No	No	N/A	There seems to be a few brownfield sites in the town that are not being used. Surely Green Belt land should be protected for future use. The farmer grows crops as part of HSG9. Will we have to import all of our food eventually due to so much concrete? Already there are traffic problems in Whitestone. HSG9 will make this worse as more cars will be using the same congested streets. There has been inadequate consultation in relation to this site allocation.	Also development should be near to the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0327	1.0327.2	John Stephenson	N/A	N/A	N/A	F, G, O (twitter/fb)	Entire Plan	Local Plan	No	No	No	No	N/A	The form needs to be easier to complete.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0328	1.0328.1	Jon o Connor	N/A	N/A	N/A	B	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities such as schools, doctors which is already a problem.	The A444 should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0328	1.0328.2	Jon o Connor	N/A	N/A	N/A	B	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities such as schools, doctors which is already a problem.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0328	1.0328.3	Jon o Connor	N/A	N/A	N/A	B	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities such as schools, doctors which is already a problem.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0329	1.0329.1	Roger Herbert	N/A	N/A	N/A	F	HSG1	Local Plan	No	No	No	Yes	No doubt that a number of organisations and political parties will be represented at the oral part of the examination, but I consider it important that many private individuals like myself should be able to present our point of view, especially what is involved will impact ordinary citizens of Nuneaton.	The planned upgrades on Weddington Road, Higham Lane and Long Shoot will not solve transport problems. Other traffic will need to get on the A5 where there are already serious problems. Air pollution would also worsen in this area due to the increased traffic congestion. Any large scale increase in traffic would cause prolonged congestion and even gridlock at peak periods. Merely improving" roundabouts and their approaches would not solve these problems. This site allocation also needs to assist in providing funding for facilities such as schools, doctors' surgeries, schools and provide details of when these payments will be provided. The site also suffers from flooding issues, any large scale building on this area would lead to flooding in adjacent areas. No mention has been to the disposing of sewage. The existing sewage problems would not be able to copy with a project of this nature.	Another road crossing of the West Coast Main Line avoiding Nuneaton town centre and the Attleborough area is essential if continual daily traffic gridlock with all its implications for work and health is to be avoided. The 2 A 5 junctions mentioned above must be attended to. I would suggest a "loop" for the A5 avoiding both junctions catering for through traffic with slip roads for traffic from and bound for Nuneaton and Hinckley directions. There should be clear plans to build and finance all of the facilities before construction starts. More attention should be had to the serious possibility of flooding due to large scale building. Much more research should be undertaken before the site is built on. Separate sewage provisions also need to be in place.	Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The requirements have been informed by discussions with key stakeholders and service providers. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across
1.0330	1.0330.1	Allen Gilbey	N/A	N/A	N/A	E	Entire Plan	Local Plan	No	No	No	Yes	Because I do not believe NBBC takes any notice of what residents respond. Any discussion with Council representatives results in evasive and contradictory responses.	The drop I sessions were not held in our area or at a convenient time (most in working hours), conflicting responses given by council representatives at drop in session, posters in town very pretty but give no detail on how to respond to the plan, our info came via a local councillor, major changes to previous plan without any prior notice, advised at a meeting by a councillor of the ruling labour party that house and employment sites were decided, not by need, but by council representatives going around asking landowners if they wanted to sell – if response was yes NBBC will build on it. Response mechanism is too complicated, as indeed is the plan for anyone without the legal knowledge, meaning it is designed to discourage responses especially from the older or less computer literate generation. The NBBC plan wants to inflict some 13374 houses (including 2330 overspill from Coventry which seems to be able to build for students but not residents) despite so many negative points about the existing borough in the early sections of the Borough Plan. Mornings and evening traffic gridlocks as people get out of the borough to work and return in the evening. Rest of traffic is people passing through to get to their work. Nuneaton is the only town I know where the ring road goes though the town centre. Also newer houses will probably attract more affluent people with a higher car ownership per household than residents of the more deprived areas of town – so a bad situation will be worsened by the current plan.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation
1.0330	1.0330.2	Allen Gilbey	N/A	N/A	N/A	E	HSG9	Local Plan	No	No	No	Yes	Because I do not believe NBBC takes any notice of what residents respond. Any discussion with Council representatives results in evasive and contradictory responses.	The drop I sessions were not held in our area or at a convenient time (most in working hours), conflicting responses given by council representatives at drop in session, posters in town very pretty but give no detail on how to respond to the plan, our info came via a local councillor, major changes to previous plan without any prior notice, advised at a meeting by a councillor of the ruling labour party that housing and employment sites were decided, not by need, but by council representatives going around asking landowners if they wanted to sell – if response was yes NBBC will build on it. Response mechanism is too complicated, as indeed is the plan for anyone without the legal knowledge, meaning it is designed to discourage responses especially from the older or less computer literate generation. Access to the site is only via existing housing estate roads and these lead to the double mini traffic pinch point Lutterworth Road B4114 which there are no plans to resolve making a bad situation worse. Lots of the other existing approved, in build or approved locations for housing and employment also feed in to this junction directly and indirectly. This report prepared for NBBC shows exactly why the plan for HSG9 is flawed and should never go ahead. Once built on green belt and productive arable farmland is lost forever.	The paragraph states that there will be landscaping and a buffer will be provided on the north and east sides of the proposed housing –which faces open fields and the farmhouse – but that existing residents to south and west sides get the houses abutting directly against their property. However there are no current plans whatsoever, confirmed by council officials, to improve traffic flow in the area. The NBBC borough Plan avoids the issue. The 2 main accesses are both housing estate roads – not through roads and along with Juliet Close will feed the vast majority of their traffic towards the junction of Lutterworth Road, Bulkington Lane and Golf Drive. In the introduction to the overall borough plan 'Issues facing the borough 3.2' it states that Lutterworth Road – B 4114 is already a major point of congestion (in what is overall a very congested borough). Apart from the traffic problem the borough has 5.75 times more population per hectare than the Warwickshire average and the highest rate of traffic growth in Warwickshire. The new housing of 621 houses, which will probably have a higher rate of car ownership and commuting residents than the borough average, will likely more than double the amount of traffic trying to reach the junction above. There are major traffic issues, especially congestion and pinch points that are only going to worsen with this site allocation. It should be noted that both Wentworth Drive and Juliet	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability
1.0330	1.0330.3	Allen Gilbey	N/A	N/A	N/A	E	TC2	Local Plan	No	No	No	Yes	Because I do not believe NBBC takes any notice of what residents respond. Any discussion with Council representatives results in evasive and contradictory responses.	The drop in sessions were not held in our area or at a convenient time (most in working hours), conflicting responses given by council representatives at drop in session, posters in town very pretty but give no detail on how to respond to the plan, our info came via a local councillor, major changes to previous plan without any prior notice, advised at a meeting by a councillor of the ruling labour party that housing and employment sites were decided, not by need, but by council representatives going around asking landowners if they wanted to sell – if response was yes NBBC will build on it. Response mechanism is too complicated, as indeed is the plan for anyone without the legal knowledge, meaning it is designed to discourage responses especially from the older or less computer literate generation.	The various information sent out suggests that the population of Nuneaton and Bedworth will increase by circa 20% (excluding already approved construction) between now and 2031 yet there appears to be no plan to encourage people to use town centre (improved shopping experience, parking or shopping experiences). Also there is a suggestion that there should be a 'café quarter' in the town centre but the area identified is away from the shops and adjacent to, and including, the less than welcoming bus station and its far from adequate toilets. There are café/coffee shops appearing all over the town centre and this is how it should be. Unless the town centre shops and traffic problems are resolved all the plan will produce is an over populated dormitory sprawl.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. Consultation process has also been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0330	1.0330.4	Allen Gilbey	N/A	N/A	N/A	E	EMP1	Local Plan	No	No	No	Yes	Because I do not believe NBBC takes any notice of what residents respond. Any discussion with Council representatives results in evasive and contradictory responses.	EMP1 paragraph 8 refers to a need to strengthen the canal bridge to provide access to EMP1 from the Griff roundabout and Coventry Road. Bit odd this as EMP1 is on the same side of the canal as these so there is no need whatsoever for traffic going to EMP 1 to cross the canal. Indeed every effort should be made to keep the industrial traffic away from the Whitestone/Maple Park end of Gipsy Lane and direct it to the major roads to the west. In neither EMP1 nor HSG3 are there any proposals to resolve the existing Gipsy Lane issues in relation to traffic and the quality of the road that will only be made worse by any more development. This is how it is now and it needs improving now even if EMP1 or HSG3 never happen.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached
1.0330	1.0330.5	Allen Gilbey	N/A	N/A	N/A	E	HSG3	Local Plan	No	No	No	Yes	Because I do not believe NBBC takes any notice of what residents respond. Any discussion with Council representatives results in evasive and contradictory responses.	In neither EMP1 nor HSG3 are there any proposals to resolve the existing Gipsy Lane issues in relation to traffic and the quality of the road that will only be made worse by any more development. This is how it is now and it needs improving now even if EMP1 or HSG3 never happen.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
1.0330	1.0330.6	Allen Gilbey	N/A	N/A	N/A	E	HSG11	Local Plan	No	No	No	Yes	Because I do not believe NBBC takes any notice of what residents respond. Any discussion with Council representatives results in evasive and contradictory responses.	It is encouraging to see various references are made to improving access and use of the Coventry canal as a leisure and heritage resource. Working with C&RT the plan should include items to resolve the current anti – social behaviour along the canal. Litter – there are no litter bins along the canal anywhere in the borough. Hence rubbish is thrown by thoughtless individuals either into the canal, where it can foul boat propellers, or onto towpath/hedgerow. C&RT run clean up events but these rely purely on volunteers. Some of what is found includes needles. Can NBBC and C&RT liaise with each other and get litter bins installed, and emptied regularly. There are several places near bridges where step free access is available from kerbside to towpath. Dog poo – again no bins and similar comments to litter except the health risks are far more serious. Also some dogs are able to put their poo in a bag and then throw it into trees! Tourism – most boaters are on holiday. NBBC should make the canal an asset to be exploited to get people in to shop (if any still open by time this plan comes into being) and for tourism. Motorcycles – not allowed but they roam freely along the towpath. A few more 'disabled' gates will help as at Boot and Cock & Bear bridges.	N/A	Noted. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0331	1.0331.1	Stephen Gilbey	N/A	N/A	N/A	L	HSG9	Local Plan	No	No	No	No	N/A	No warning of how radically different this plan was to anything previous with a major development in Whitestone. No drop in centre local to the area. Plan has major differences to those issued previously. The plan puts a considerable increase in the number of vehicles that will be passing through Whitestone. The strange and often gridlocked twin mini roundabouts at the junction of Lutterworth Road, Golf Drive and Bulkington Lane. With all the planned housing developments – including those on Eastboro Way/Long Shoot this junction is going to see a major increase in traffic and needs sorting – in fact it needs sorting now even without the planned additional traffic. The planned increase in housing and industry along Gipsy Lane and the general Whitestone area means that Gipsy Lane will see ever increasing traffic. The lane is narrow, twisting and has experienced numerous road traffic accidents each year. Also this site allocation will result in more traffic and more congestion. Currently these fields are planted with rape seed and in previous years have been rotated with wheat and barley to feed our nation. Once built on they cannot be brought back into food production ever again.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by
1.0332	1.0332.1	Johnathan Gilbey	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	There has been insufficient publicity. There have been major changes to the previous plan but insufficient time to investigate and comment. The published information is legalistic, jargon and very complicated for residents to understand.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations Consultation material has been made available in a range of formats over the course of the production of the Plan. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at
1.0332	1.0332.2	Johnathan Gilbey	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	HSG9 calls for 621 houses to be built on land currently designated green belt which according to the NBBC borough plan and government policy should only be built on in extreme circumstances. These do not exist in this occasion. This good quality productive farmland and should be protected. Nuneaton is already the most densely populated borough in Warwickshire yet it is expected to take on overspill development from Coventry which is part of West Midlands. It is turning into a sprawling dormitory housing borough with a dying town centre. HSG9 has accesses via Golf Drive (plus Wentworth Drive and Juliet Close which both feed into Golf Drive before reaching this junction). The 2 minor accesses of Leyburn Close and Aysgarth Close both feed onto Crowhill Road which in turn leads to Lutterworth Road. Add to this the other developments in build already along Eastboro Way and Long Shoot, plus those in this plan for Attleborough Fields, Gypsy Lane and Bulkington traffic at this junction will greatly increase. Despite this there is nothing in the plan to deal with this significant increase in traffic.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0333	1.0333.1	Mary Gilbey	N/A	N/A	N/A	E	Entire Plan	Local Plan	No	No	No	Yes	I believe that Nuneaton and Bedworth Borough Council have deliberately made the whole process so complicated so as to prevent people having their say. Residents need to be able to make their comments direct to an independent inspector without being tied down by legal rules and jargon.	Town centre posters gave no details of how the consultation works and indeed gave no useful information to assist understanding the whole process. No drop in sessions local to me. The plan is radically different but no advance warnings. The way in which responses are sought is far too complicated – you have to be dedicated to read and try to understand it. Needs a planning lawyer to make sense of the jargon.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations Consultation material has been made available in a range of formats over the course of the production of the Plan. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0333	1.0333.2	Mary Gilbey	N/A	N/A	N/A	E	HSG9	Local Plan	No	No	No	Yes	I believe that Nuneaton and Bedworth Borough Council have deliberately made the whole process so complicated so as to prevent people having their say. Residents need to be able to make their comments direct to an independent inspector without being tied down by legal rules and jargon.	The fields in question, some 32.75 hectares are fully productive farm land growing crops such as cereals and rape each year. There is a food shortage and the government is trying to reduce food imports. This area is also a haven for wildlife and is enjoyed daily by walkers and the like. It is also stated that some 2000 plus houses are needed to overspill Coventry – if so then build along west of the A444. Government – and even the NBBC Borough Plan – states that green belt, which this is, should only be built on due to exceedingly exceptional cases – this is not justified. There is no work in the borough and the town centre is dying despite the rapid population increase from the swathes of green belt already given over to housing in the past couple of years especially to the A5 side of town. There is nothing whatsoever in any of the Nuneaton and Bedworth Borough Plan documentation made public that addresses how the traffic generated by these 621 houses, going on to what is currently productive arable land, will be managed. It is long overdue for improvement and adding all of the traffic related to HSG9 and all the other developments that will feed traffic into the area will just turn Whitestone into gridlock.	N/A	With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0334	1.0334.1	David Jeanes	N/A	N/A	N/A	D, F	Entire Plan	Local Plan	No	No	No	No	N/A	See comments from 2015 (No comments submitted as part of Preferred Options regulation 18 in 2013, however, only those from the previous consultation regulation 19 were agreed to be taken forward).	N/A	All comments from previous stages of the Borough have been responded to by the Council.
1.0335	1.0335.1	Adam Cartwright	N/A	N/A	N/A	D, F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of already very bad traffic in Whitestone area. This land is Green Belt. Future generations will have no green area, this plan to build more houses is a total disgrace and should never be allowed. I am ashamed of the landowners.	Other non-Green Belt area should be developed first. This proposed housing plan is totally wrong and totally out of step with Whitestone householders.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0335	1.0335.2	Adam Cartwright	N/A	N/A	N/A	D, F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of already very bad traffic in Whitestone area. This land is Green Belt. Future generations will have no green area, this plan to build more houses is a total disgrace and should never be allowed. I am ashamed of the landowners.	Other non-Green Belt area should be developed first. This proposed housing plan is totally wrong and totally out of step with Whitestone householders.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0335	1.0335.3	Adam Cartwright	N/A	N/A	N/A	D, F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of already very bad traffic in Whitestone area. This land is Green Belt. Future generations will have no green area, this plan to build more houses is a total disgrace and should never be allowed. I am ashamed of the landowners.	Other non-Green Belt area should be developed first. This proposed housing plan is totally wrong and totally out of step with Whitestone householders.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0336	1.0336.1	Sue Houlden	N/A	N/A	N/A	A, B, F	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt, no consideration of traffic problems, no consideration of schools / doctors' surgeries, loss of good farmland, overloading Nuneaton, no Whitestone meeting.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0336	1.0336.2	Sue Houlden	N/A	N/A	N/A	A, B, F	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt, no consideration of traffic problems, no consideration of schools / doctors' surgeries, loss of good farmland, overloading Nuneaton, no Whitestone meeting.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0336	1.0336.3	Sue Houlden	N/A	N/A	N/A	A, B, F	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt, no consideration of traffic problems, no consideration of schools / doctors' surgeries, loss of good farmland, overloading Nuneaton, no Whitestone meeting.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0337	1.0337.1	Elizabeth Richards	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic issues, seem to be overloading Nuneaton in comparison with other areas in Warwickshire. Loss of farmland, no meeting in Whitestone, the land is Green Belt and there is no use of brownfield sites. PROW across the fields to the A5 which needs to be considered.	A444 should be used.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0337	1.0337.2	Elizabeth Richards	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	The representation form was difficult to read especially if you are not an expert.	N/A	Noted. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0338	1.0338.1	Susan o Connor	N/A	N/A	N/A	B	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities such as schools, doctors which is already a problem.	A444 should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0338	1.0338.2	Susan o Connor	N/A	N/A	N/A	B	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities such as schools, doctors which is already a problem.	A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0338	1.0338.3	Susan o Connor	N/A	N/A	N/A	B	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities such as schools, doctors which is already a problem.	A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0339	1.0339.1	Philipa Brownson	N/A	N/A	N/A	O (word of mouth)	HSG6	Local Plan	No	No	No	No	N/A	School Lane is a green belt area and should remain so. It was allocated green belt status because its position prevented urban sprawl from Coventry and is part of the designated 'green lungs' within this area. Flood drainage. There is much surface water on this site which remains in situ following any rainfall and in storm conditions flows downhill to the stream in St Giles Road which in turn overflows and floods. To cut down the oak trees in these fields will serve to exacerbate this condition. The oak trees provide a natural flood defence system soaking up in excess of 50 gallons of water a day. These natural defences should not be removed. The natural fauna in the area will be totally desecrated. There are also air pollution, traffic and road safety issues.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air
1.0339	1.0339.2	Philipa Brownson	N/A	N/A	N/A	O (word of mouth)	EMP7	Local Plan	No	No	No	No	N/A	Bowling Green Lane is a green belt area and should remain so. It was allocated green belt status because its position prevented urban sprawl from Coventry and is part of the designated 'green lungs' within this area. Flood drainage. There is much surface water on this site which remains in situ following any rainfall and in storm conditions flows on to Church Lane/Bowling Green Lane junction. The natural fauna in the area will be totally desecrated – including nesting peregrine falcons which have made their nest and raised their young for the past few years. There are many buzzards nesting in the area, as well as deer and pheasants. There are also concerns raised in relation to traffic, air pollution and road safety. The planned Industrial use for Bowling Green Lane (EMP7) was not in any of the draft plans and was only included in the Plan at the last minute, therefore adequate consultation has not been given to the local population who would be directly affected by this proposal. The character of the Bowling Green Lane area is that of semi-rural, it already suffers from traffic congestion, and to turn this into an industrial thoroughfare is grossly unsound and non-compliant. There are also implications for air quality and added noise nuisance.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0339	1.0339.2	Philipa Brownson	N/A	N/A	N/A	O (word of mouth)	Entire Plan	Local Plan	No	No	No	No	N/A	No development scheme in place and no adequate Habitat Regulations Assessment. There is also no need to take the overspill of Coventry's housing requirement. The site allocations are not in sustainable locations and have major infrastructural issues. Six weeks consultation for the plan is also insufficient.	N/A	In accordance with National Policy, the Council have an up to date Local Development Scheme and Habitat Regulation Assessment is available to view on their website. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA and considered in the Sustainability Appraisal. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the
1.0340	1.0340.1	Nigel Brownson	N/A	N/A	N/A	O (word of mouth)	HSG6	Local Plan	No	No	No	No	N/A	School Lane is a green belt area and should remain so. It was allocated green belt status because its position prevented urban sprawl from Coventry and is part of the designated 'green lungs' within this area. Flood drainage. There is much surface water on this site which remains in situ following any rainfall and in storm conditions flows downhill to the stream in St Giles Road which in turn overflows and floods. To cut down the oak trees in these fields will serve to exacerbate this condition. The oak trees provide a natural flood defence system soaking up in excess of 50 gallons of water a day. These natural defences should not be removed. The natural fauna in the area will be totally desecrated. There are also air pollution, traffic and road safety issues.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air
1.0340	1.0340.2	Nigel Brownson	N/A	N/A	N/A	O (word of mouth)	HSG6	Local Plan	No	No	No	No	N/A	No development scheme in place and no adequate Habitat Regulations Assessment. There is also no need to take the overspill of Coventry's housing requirement. The site allocations are not in sustainable locations and have major infrastructural issues. Six weeks consultation for the plan is also insufficient.	There needs to be an LDS in place. A Statement of Community Involvement also should be created and published. The Sustainability Appraisal needs to be written by experts, such as ecologists. The brown field sites and white field sites that are within the area should be clearly identified and shown to be developed before using the green belt areas.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the
1.0340	1.0340.3	Nigel Brownson	N/A	N/A	N/A	O (word of mouth)	HSG6	Local Plan	No	No	No	No	N/A	Bowling Green Lane is a green belt area and should remain so. It was allocated green belt status because its position prevented urban sprawl from Coventry and is part of the designated 'green lungs' within this area. Flood drainage. There is much surface water on this site which remains in situ following any rainfall and in storm conditions flows on to Church Lane/Bowling Green Lane junction. The natural fauna in the area will be totally desecrated – including nesting peregrine falcons which have made their nest and raised their young for the past few years. There are many buzzards nesting in the area, as well as deer and pheasants. There are also concerns raised in relation to traffic, air pollution and road safety. The planned Industrial use for Bowling Green Lane (EMP7) was not in any of the draft plans and was only included in the Plan at the last minute, therefore adequate consultation has not been given to the local population who would be directly affected by this proposal. The character of the Bowling Green Lane area is that of semi–rural, it already suffers from traffic congestion, and to turn this into an industrial thoroughfare is grossly unsound and non–compliant. There are also implications for air quality and added noise nuisance.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes
1.0341	1.0341.1	Gerald Wilson	N/A	N/A	N/A	N	HSG3	Local Plan	No	No	No	No	N/A	Using Green Belt land whilst omitting to use brownfield sites. No consideration to current traffic problems, schools doctors etc. Overloading Nuneaton compared to other Warwickshire's towns.	Could the A444 be considered?	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0341	1.0341.2	Gerald Wilson	N/A	N/A	N/A	N	HSG9	Local Plan	No	No	No	No	N/A	Using Green Belt land whilst omitting to use brownfield sites. No consideration to current traffic problems, schools doctors etc. Overloading Nuneaton compared to other Warwickshire's towns.	Could the A444 be considered?	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0341	1.0341.3	Gerald Wilson	N/A	N/A	N/A	N	HSG10	Local Plan	No	No	No	No	N/A	Using Green Belt land whilst omitting to use brownfield sites. No consideration to current traffic problems, schools doctors etc. Overloading Nuneaton compared to other Warwickshire's towns.	Could the A444 be considered?	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car

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C-0842	C-0842-1	Daphne Wykes	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	No consideration of community facilities such as schools, doctors, which is already a problem.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. NWBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation.
C-0843	C-0843-1	Julie Hoynes	N/A	N/A	N/A	F	H6b3	Local Plan	No	No	No	No	N/A	No consideration of current and future traffic problems, no consideration of environmental or recreational issues which will impact on health and well being of local residents and no plans to increase community facilities, schools / GP surgeries and overpopulation.	New homes development plans should be more equally spread across the county taking into account overall population of one area.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery
C-0843	C-0843-2	Julie Hoynes	N/A	N/A	N/A	F	H6d9	Local Plan	No	No	No	No	N/A	No consideration of current and future traffic problems, no consideration of environmental or recreational issues which will impact on health and well being of local residents and no plans to increase community facilities, schools / GP surgeries and overpopulation.	New homes development plans should be more equally spread across the county taking into account overall population of one area.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NWBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0843	C-0843-3	Julie Hoynes	N/A	N/A	N/A	F	H6b10	Local Plan	No	No	No	No	N/A	No consideration of current and future traffic problems, no consideration of environmental or recreational issues which will impact on health and well being of local residents and no plans to increase community facilities, schools / GP surgeries and overpopulation.	New homes development plans should be more equally spread across the county taking into account overall population of one area.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NWBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
C-0844	C-0844-1	Robert Mullis	N/A	N/A	N/A	D (letter / flic)	H6d4	Local Plan	No	No	No	Yes	N/A	I understand that there is a need for housing, however I do not believe that it should be at the expense of existing environmental flora, fauna and wildlife. I do not believe that the planning proposal presented regarding flooding of the Nook is accurate. I can confirm it floods every year without fail. The drainage culvert and stream is at its limit. The Nook development is going to compound existing problems. The other major concern is traffic. Whichever road plan is adopted I do not believe it will increase the already existing traffic congestion we have to endure at present.	N/A	The comments are noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Local Local Flood Authority will be consulted in relation to any development proposals. It should be noted that NWBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to
C-0845	C-0845-1	Frederick Wolfe	N/A	N/A	N/A	N/A	H6b3	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted the use of brownfield sites. Loss of good farm land, no consideration of environmental or recreational issues.	Why is the A444 no used? It would provide an obvious access to Coventry and the M6.	Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals. Any development proposals and requirements for necessary infrastructure contributions. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
C-0845	C-0845-2	Frederick Wolfe	N/A	N/A	N/A	N/A	H6d9	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted the use of brownfield sites. Loss of good farm land, no consideration of environmental or recreational issues.	Why is the A444 no used? It would provide an obvious access to Coventry and the M6.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NWBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable settlements, followed by Bulkington. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some close similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.

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1.0345	1.0345.3	Frederick Wolfe	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted the use of brownfield sites. Loss of good farm land, no consideration of environmental or recreational issues.	Why is the A444 no used? It would provide an obvious access to Coventry and the M6.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0345	1.0345.4	Frederick Wolfe	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	Inadequate consultation and no meeting in Whitestone.	N/A	The comments relating to the adequacy of public consultation is also noted. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms and consultation material has been made available in a range of formats over the course of the production of the Plan.
1.0346	1.0346.1	Stephen Edmond	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	Yes	To ensure that my points are clearly communicated.	The road at Leyburn Close is narrow and does not have any footpath and is therefore not legally wide enough to allow two way traffic. I will not be safe and was designed as a close. There would be no capacity to widen the road or to install necessary footpaths.	Only two accesses are required for this development.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0347	1.0347.1	Rosemary Cook	N/A	N/A	N/A	D	HSG3	Local Plan	No	No	No	No	N/A	Haven't considered the use of brownfield sites, no consideration of general quality for Nuneaton residents (including hospitals / schools and GP practices cannot sustain current population). Loss of recreational areas, increased traffic flow which currently are at a standstill at certain times of the day.	Consideration of brownfield sites or sites with effective transport infrastructure.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0347	1.0347.2	Rosemary Cook	N/A	N/A	N/A	D	HSG9	Local Plan	No	No	No	No	N/A	Haven't considered the use of brownfield sites, no consideration of general quality for Nuneaton residents (including hospitals / schools and GP practices cannot sustain current population). Loss of recreational areas, increased traffic flow which currently are at a standstill at certain times of the day.	Consideration of brownfield sites or sites with effective transport infrastructure.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0347	1.0347.3	Rosemary Cook	N/A	N/A	N/A	D	HSG10	Local Plan	No	No	No	No	N/A	Haven't considered the use of brownfield sites, no consideration of general quality for Nuneaton residents (including hospitals / schools and GP practices cannot sustain current population). Loss of recreational areas, increased traffic flow which currently are at a standstill at certain times of the day.	Consideration of brownfield sites or sites with effective transport infrastructure.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0348	1.0348.1	Lynda Key	N/A	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	No	N/A	In this context, the Plan is not Sound – it makes no mention of which brownfield sites in Nuneaton, if any, have been considered by the council for re– development and the reasons for any subsequent rejections of this option. The Council is duty bound to involve the community in the preparation of the Plan, not just any subsequent revisions. This has not taken place. There has been no formal consultation with the residents prior to publication of the master Borough Plan – no meeting was held in Whitestone to present the planned development and to gather, consider & address any concerns raised. Nuneaton is already the most densely populated town in Warwickshire – taking on Coventry's housing needs in conjunction with meeting local demand is not reasonable and not sustainable in the long run.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton
1.0348	1.0348.2	Lynda Key	N/A	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	There is no adequate consideration of current traffic problems via the B4114 Lutterworth road up to the mini roundabouts at the top of Golf Drive; this is heavily congested now. Adding 621 more homes to the fields behind Golf Drive will exacerbate this problem.	The Plan needs to include the Council's forecast for the increased traffic volumes on current road infrastructure around Whitestone, especially the B4114 Lutterworth road up to the mini roundabouts at the top of Golf Drive. The Plan should clearly state what issues, if any, are foreseen from this increased traffic and how the Council intends to address them. The plan should be amended to show the reasons why the fields either side of the A444 dual carriageway have not been included in the Plan for Coventry's housing requirements. The road infrastructure is already in place to take the extra traffic & easy access to Coventry is assured.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0348	1.0348.3	Lynda Key	N/A	N/A	N/A	O	Entire Document	Sustainability Appraisal	No	No	No	No	N/A	The Sustainability Appraisal does not deal with the likely impact on air quality. Toxicity in the air is now a big issue nationally, with the Government in breach of EU rules on levels of toxic air pollution in places like London, Birmingham & Nottingham. Removing green belt land and adding traffic volumes from 621 new houses to current congestion will adversely affect air quality. The Council has not adequately demonstrated consideration of this environmental impact.	Regarding the Sustainability Appraisal and the need for forecasts by Nuneaton & Bedworth Borough Council of traffic volume increase on existing road infrastructure, the Plan should also document the forecast impact on air quality, especially for the residents of Golf Drive & Wentworth Drive. The Plan should detail whether this impact meets current EU standards on air quality.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated.
1.0349	1.0349.1	Will Key	N/A	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	No	N/A	In this context, the Plan is not Sound – it makes no mention of which brownfield sites in Nuneaton, if any, have been considered by the council for re- development and the reasons for any subsequent rejections of this option. The Council is duty bound to involve the community in the preparation of the Plan, not just any subsequent revisions. This has not taken place. There has been no formal consultation with the residents prior to publication of the master Borough Plan – no meeting was held in Whitestone to present the planned development and to gather, consider & address any concerns raised. Nuneaton is already the most densely populated town in Warwickshire – taking on Coventry's housing needs in conjunction with meeting local demand is not reasonable and not sustainable in the long run.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton
1.0349	1.0349.2	Will Key	N/A	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	There is no adequate consideration of current traffic problems via the B4114 Lutterworth road up to the mini roundabouts at the top of Golf Drive; this is heavily congested now. Adding 621 more homes to the fields behind Golf Drive will exacerbate this problem.	The Plan needs to include the Council's forecast for the increased traffic volumes on current road infrastructure around Whitestone, especially the B4114 Lutterworth road up to the mini roundabouts at the top of Golf Drive. The Plan should clearly state what issues, if any, are foreseen from this increased traffic and how the Council intends to address them. The plan should be amended to show the reasons why the fields either side of the A444 dual carriageway have not been included in the Plan for Coventry's housing requirements. The road infrastructure is already in place to take the extra traffic & easy access to Coventry is assured.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0349	1.0349.3	Will Key	N/A	N/A	N/A	O	Entire Document	Sustainability Appraisal	No	No	No	No	N/A	The Sustainability Appraisal does not deal with the likely impact on air quality. Toxicity in the air is now a big issue nationally, with the Government in breach of EU rules on levels of toxic air pollution in places like London, Birmingham & Nottingham. Removing green belt land and adding traffic volumes from 621 new houses to current congestion will adversely affect air quality. The Council has not adequately demonstrated consideration of this environmental impact.	Regarding the Sustainability Appraisal and the need for forecasts by Nuneaton & Bedworth Borough Council of traffic volume increase on existing road infrastructure, the Plan should also document the forecast impact on air quality, especially for the residents of Golf Drive & Wentworth Drive. The Plan should detail whether this impact meets current EU standards on air quality.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated.
1.0350	1.0350.1	Christine Rowley	N/A	N/A	N/A	F	HSG1	Local Plan	N/A	No	No	No	N/A	The amount of homes proposed along the Long Shoot and Weddington area will place major traffic problems along these roads. Only one road appears to go out along the A5. The air quality and noise will decrease dramatically. There are already traffic issues along Long Shoot. There does not appear to be any affordable homes, just catering for wealthier buyers.	A dramatic decrease in the amount of homes built. Also more access roads onto the A5. A proper ring road is required.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The SHMA makes recommendations about the size of dwellings for market and affordable housing, taking account of a range of factors that influence demand including demographic changes and market factors. The SHMA is regularly updated to respond to these changes and to provide a current evidence base.
1.0351	1.0351.1	Martyn Cook	N/A	N/A	N/A	L	HSG3	Local Plan	No	No	No	No	N/A	Use of Green Belt land, omitted use of brownfield sites, no consideration of traffic issues and impact of future traffic flow within locality, loss of recreational areas, impact on environment not considered, no consideration of impact on wildlife, no local consultation, no consideration of general quality for Nuneaton residents.	Consideration of brown field sites or sites with effective transport infrastructure, for example A444 with links to other areas by car and rail.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0351	1.0351.2	Martyn Cook	N/A	N/A	N/A	L	HSG9	Local Plan	No	No	No	No	N/A	Use of Green Belt land, omitted use of brownfield sites, no consideration of traffic issues and impact of future traffic flow within locality, loss of recreational areas, impact on environment not considered, no consideration of impact on wildlife, no local consultation, no consideration of general quality for Nuneaton residents.	Consideration of brown field sites or sites with effective transport infrastructure, for example A444 with links to other areas by car and rail.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential

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	Comment reference number	**Name**	**Organisation**	**Name**	**Organisation**	**How did you find out about this Consultation? (A-R see key)**	**Policy number**	**Policies Map / Other document**	**Legally Compliant (yes / no)**	**Sound (yes / no)**	**Complies with Duty to Cooperate (yes / no)**	**Appearance at Examination (Yes/No)**	**Justification for Appearance at Examination**	**Summary of comment**	**Suggested Modifications**	**Officer response**
1.0351	1.0351.3	Martyn Cook	N/A	N/A	N/A	L	HSG10	Local Plan	No	No	No	No	N/A	Use of Green Belt land, omitted use of brownfield sites, no consideration of traffic issues and impact of future traffic flow within locality, loss of recreational areas, impact on environment not considered, no consideration of impact on wildlife, no local consultation, no consideration of general quality for Nuneaton residents.	Consideration of brown field sites or sites with effective transport infrastructure, for example A444 with links to other areas by car and rail.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0352	1.0352.1	Dennis Robinson	N/A	N/A	N/A	N	HSG3	Local Plan	No	No	No	No	N/A	Overloading Nuneaton compared to other towns in Warwickshire.	Use of the A444 for access to Coventry.	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development.
1.0352	1.0352.2	Dennis Robinson	N/A	N/A	N/A	N	HSG9	Local Plan	No	No	No	No	N/A	Overloading Nuneaton compared to other towns in Warwickshire.	Use of the A444 for access to Coventry.	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth. Bedworth, as a defined town, therefore ranks second in the hierarchy.
1.0352	1.0352.3	Dennis Robinson	N/A	N/A	N/A	N	HSG10	Local Plan	No	No	No	No	N/A	Overloading Nuneaton compared to other towns in Warwickshire.	Use of the A444 for access to Coventry.	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth. Bedworth, as a defined town, therefore ranks second in the hierarchy.
1.0353	1.0353.1	Frank Holloway	N/A	N/A	N/A	F	Entire Plan	Local Plan	Yes	No	No	N/A	N/A	Ill thought out. No meaningful consultation. On line information were unclear. Insufficient infrastructure. Town centre development.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms and consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. With regards to the Town
1.0354	1.0354.1	Wendy Morris	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities or environmental / recreational uses, overloading Nuneaton, loss of farmland, inadequate consultation.	A444 should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0354	1.0354.2	Wendy Morris	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities or environmental / recreational uses, overloading Nuneaton, loss of farmland, inadequate consultation.	A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0354	1.0354.3	Wendy Morris	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities or environmental / recreational uses, overloading Nuneaton, loss of farmland, inadequate consultation.	A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car

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1.0355	1.0355.1	Bryan Morris	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities or environmental / recreational uses, overloading Nuneaton, loss of farmland, inadequate consultation.	A444 should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0355	1.0355.2	Bryan Morris	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities or environmental / recreational uses, overloading Nuneaton, loss of farmland, inadequate consultation.	A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0355	1.0355.3	Bryan Morris	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land and appears to have omitted brownfield sites. There has been no consideration of current traffic problems and no consideration of community facilities or environmental / recreational uses, overloading Nuneaton, loss of farmland, inadequate consultation.	A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0356	1.0356.1	Charlotte Horton	N/A	N/A	N/A	F, I, J, O (Library)	HSG1	Local Plan	No	No	No	No	N/A	The area is already congested and at risk of flooding. Weddington is being ruined. No consideration to elderly, and the growing elderly population. There will be an increased congestion on roads in all surrounding areas, issues with health (asthma) and new parks / cycle ways will be little use to people.	N/A	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Borough Plan seeks to ensure that housing needs of the population are met by requiring a mix of housing types, sizes and tenures to be
1.0357	1.0357.1	Rebecca Burt	N/A	N/A	N/A	D,F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. They seem to be overloading Nuneaton compared to other towns in Warwickshire. There has been no meeting in Whitestone. Residential roads are not wide enough to be used for access.	The area adjacent to Bedworth Bypass should have been considered.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. Consultation process has been widely publicised across various platforms, in accordance with timeframes and
1.0357	1.0357.2	Rebecca Burt	N/A	N/A	N/A	D,F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. They seem to be overloading Nuneaton compared to other towns in Warwickshire. There has been no meeting in Whitestone. Residential roads are not wide enough to be used for access.	The area adjacent to Bedworth Bypass should have been considered.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0357	1.0357.3	Rebecca Burt	N/A	N/A	N/A	D,F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. They seem to be overloading Nuneaton compared to other towns in Warwickshire. There has been no meeting in Whitestone. Residential roads are not wide enough to be used for access.	The area adjacent to Bedworth Bypass should have been considered.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0358	1.0358.1	Dean Burt	N/A	N/A	N/A	D,F	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt land, traffic is horrendous already, Grassington Drive, Aysgarth Close and Leyburn Close are not wide enough to be used as through ways.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0358	1.0358.2	Dean Burt	N/A	N/A	N/A	D,F	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt land, traffic is horrendous already, Grassington Drive, Aysgarth Close and Leyburn Close are not wide enough to be used as through ways.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0358	1.0358.3	Dean Burt	N/A	N/A	N/A	D,F	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land, traffic is horrendous already, Grassington Drive, Aysgarth Close and Leyburn Close are not wide enough to be used as through ways.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0359	1.0359.1	Liam Thorpe	N/A	N/A	N/A	B	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land and no use of brownfield sites. Overloading Nuneaton compared to other towns. Loss of good farmland.	Nuneaton should not carry the housing burden.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development.
1.0359	1.0359.2	Liam Thorpe	N/A	N/A	N/A	B	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land and no use of brownfield sites. Overloading Nuneaton compared to other towns. Loss of good farmland.	Nuneaton should not carry the housing burden.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0359	1.0359.3	Liam Thorpe	N/A	N/A	N/A	B	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land and no use of brownfield sites. Overloading Nuneaton compared to other towns. Loss of good farmland.	Nuneaton should not carry the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0360	1.0360.1	Estelle Thorpe	N/A	N/A	N/A	B	Entire Plan	Local Plan	No	No	No	No	N/A	Use of greenbelt when priority should be given to brownfield.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0361	1.0361.1	Jodi Batley	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of the additional housing would bring to the current traffic problems. Increase pressure on facilities.	Build a better road network and increase sustainability. Better infrastructure. Build on brownfield land.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.

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1.0361	1.0361.2	Jodi Batley	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of the additional housing would bring to the current traffic problems. Increase pressure on facilities.	Build a better road network and increase sustainability. Better infrastructure. Build on brownfield land.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0361	1.0361.3	Jodi Batley	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of the additional housing would bring to the current traffic problems. Increase pressure on facilities.	Build a better road network and increase sustainability. Better infrastructure. Build on brownfield land.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each
1.0362	1.0362.1	Steven Burn	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of the environment or recreational issues.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0362	1.0362.2	Steven Burn	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of the environment or recreational issues.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0362	1.0362.3	Steven Burn	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of the environment or recreational issues.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0363	1.0363.1	Poppy Woodier	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, loss of good farmland, no consideration of environmental or recreational issues.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0363	1.0363.1	Poppy Woodier	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, loss of good farmland, no consideration of environmental or recreational issues.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to

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C-DB63	C-DB63.1	Poppy Wooder	N/A	N/A	N/A	F	H6G9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, loss of good farmland, no consideration of environmental or recreational issues.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
C-DB64	C-DB64.1	Christine Ives	N/A	N/A	N/A	F	H6G3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, no consideration of community facilities such as schools and doctors which is already a great problem, loss of farmland, seem to be overloading Nuneaton compared with other towns in Warwickshire.	The Addst should be used.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
C-DB64	C-DB64.2	Christine Ives	N/A	N/A	N/A	F	H6G9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, no consideration of community facilities such as schools and doctors which is already a great problem, loss of farmland, seem to be overloading Nuneaton compared with other towns in Warwickshire.	The Addst should be used.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
C-DB64	C-DB64.3	Christine Ives	N/A	N/A	N/A	F	H6G10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, no consideration of community facilities such as schools and doctors which is already a great problem, loss of farmland, seem to be overloading Nuneaton compared with other towns in Warwickshire.	The Addst should be used.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2011 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
C-DB64	C-DB64.4	Christine Ives	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	Inadequate consultation - no meeting in Whitestone.	N/A	The comments relating to the adequacy of public consultation is noted. The Council has undertaken public consultation in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms and consultation material has been made available in a range of formats over the course of the production of the Plan.
C-DB65	C-DB65.1	Paul Flanaghan	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	No consideration of community facilities, such as schools and doctors, no consideration towards the exciting traffic congestion in and around Nuneaton. Inadequate consultation and difficult representation form.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-DB66	C-DB66.1	Marlyn Stephens	N/A	N/A	N/A	F	H6G3	Local Plan	No	No	No	No	N/A	No consideration of community facilities, schools, doctors, community buildings. No consideration of traffic problems arising from the increased volume of traffic. Roads cannot have issues without more. No consideration of recreational facilities.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to

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1.0366	1.0366.2	Martyn Stephens	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of community facilities, schools, doctors, community buildings. No consideration of traffic problems arising from the increased volume of traffic. Roads current have issues without more. No consideration of recreational facilities.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0366	1.0366.3	Martyn Stephens	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of community facilities, schools, doctors, community buildings. No consideration of traffic problems arising from the increased volume of traffic. Roads current have issues without more. No consideration of recreational facilities.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0367	1.0367.1	Leslie Ratcliffe	N/A	N/A	N/A	F, G	Entire Plan	Local Plan	No	No	No	No	N/A	Road and traffic infrastructure is not compliant with duty of care to residents currently in the area (specific policy not referred to).	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0368	1.0368.1	Anthony Horton	N/A	N/A	N/A	C, F, I, L	Entire Plan	Local Plan	No	No	No	No	N/A	Uses Green Belt land, no consideration of current traffic problems, no consideration of community facilities i.e. schools and doctors. Warwick always seems to overload Nuneaton over area's closer to home.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult
1.0369	1.0369.1	Mrs. Mandy Grove	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No consideration of community facilities. Inadequate consultation.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0369	1.0369.2	Mrs. Mandy Grove	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No consideration of community facilities. Inadequate consultation.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0369	1.0369.3	Mrs. Mandy Grove	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No consideration of community facilities. Inadequate consultation.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0370	1.0370.1	Mr. Robert Groves	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0370	1.0370.2	Mr. Robert Groves	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

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1.0370	1.0370.3	Mr. Robert Groves	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0371	1.0371.1	Mrs. E. J. Cotton	N/A	N/A	N/A	O	HSG7	Local Plan	No	No	No	No	N/A	Development of this size will lead to congestion. Increased volume of traffic poses a risk to highway safety. Questions how the schools and doctors surgeries will manage with the increased population. No proposals to increase services to Bulkington. The greenbelt should be protected.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The Council acknowledges that additional infrastructure will be required to support new planned development. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway
1.0371	1.0371.2	Mrs. E. J. Cotton	N/A	N/A	N/A	O	HSG8	Local Plan	No	No	No	No	N/A	Development of this size will lead to congestion. Increased volume of traffic poses a risk to highway safety. Questions how the schools and doctors surgeries will manage with the increased population. No proposals to increase services to Bulkington. The greenbelt should be protected.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The Council acknowledges that additional infrastructure will be required to support new planned development. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway
1.0372	1.372.1	Mr. Michael Glover	N/A	N/A	N/A	N/A	HSG7	Local Plan	No	No	No	No	N/A	Highway safety concerns in relation to speed of traffic, traffic generation, and access arrangements proposed. Traffic congestion is currently out of control, proposals will have a devastating effect. Questions raised regarding school provision for new residents. The proposals will disrupt uninterrupted views currently enjoyed by existing properties. Loss of privacy for existing residents. Loss of greenbelt and impact on wildlife.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with
1.0372	1.372.2	Mr. Michael Glover	N/A	N/A	N/A	N/A	HSG8	Local Plan	No	No	No	No	N/A	Highway safety concerns in relation to speed of traffic, traffic generation, and access arrangements proposed. Traffic congestion is currently out of control, proposals will have a devastating effect. Questions raised regarding school provision for new residents. The proposals will disrupt uninterrupted views currently enjoyed by existing properties. Loss of privacy for existing residents. Loss of greenbelt and impact on wildlife.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with
1.0373	1.0373.1	Linda Glover	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	Insufficient speed limit on Coventry Road. Increase in accidents. Growth of illegal gypsy sites. Increase in traffic congestion. Loss of views. Insufficient infrastructure. Loss of greenbelt land.	N/A	Noted. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each
1.0374	1.0374.1	Dennis Burton	N/A	N/A	N/A	D	HSG9	Local Plan	N/A	N/A	N/A	N/A	N/A	Increase pressure on the road network and local facilities. insufficient parking at the community centre. Cars parking on the pavement. Increase in wheelie bins.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

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1.0375	1.0375.1	Gary Chattaway	N/A	N/A	N/A	Q	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	On going traffic blockages. Present parking is insufficient. Increase in parked vehicles. Existing already too dangerous. Speed limits set too fast.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Furthermore, any transport
1.0376	1.0376.1	Katherine Stubbs	N/A	N/A	N/A	Q	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	Oppose the Golf Drive proposal. Pressure on infrastructure. Insufficient facilities for the new sites.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0377	1.0377.1	Martin Moore	N/A	N/A	N/A	O (poster on lamppost	HSG9	Local Plan	No	No	No	Yes	As there was no public consultation in my area it would give me an opportunity to express my views in person.	This allocation will severely reduce the green field area in this area and entirely remove an area used for walking and rambling. The proposal will significantly increase traffic congestion. There is insufficient infrastructure development planned for this housing allocation.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0377	1.0377.2	Martin Moore	N/A	N/A	N/A	O (poster on lamppost	HSG3	Local Plan	No	No	No	Yes	As there was no public consultation in my area it would give me an opportunity to express my views in person.	This allocation will severely reduce the green field area in this area and entirely remove an area used for walking and rambling. The proposal will significantly increase traffic congestion. There is insufficient infrastructure development planned for this housing allocation.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0377	1.0377.3	Martin Moore	N/A	N/A	N/A	O (poster on lamppost	Entire Plan	Local Plan	No	No	No	Yes	As there was no public consultation in my area it would give me an opportunity to express my views in person.	Notification of the plans proposed was insufficient. There was no public consultation in Whitestone.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Consultation material has been made available in a range of formats over the course of the production of the Plan. Also, the consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future.
1.0378	1.0378.1	John Burt	N/A	N/A	N/A	H	HSG3	Local Plan	No	No	No	No	N/A	More traffic, increased noise pollution and uses Green Belt land.	Consider the use of the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular
1.0378	1.0378.2	John Burt	N/A	N/A	N/A	H	HSG9	Local Plan	No	No	No	No	N/A	More traffic, increased noise pollution and uses Green Belt land.	Consider the use of the A444.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE3, NE4 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Transport Assessment). In addition, the statutory consultees will be consulted to guide development proposals and requirements for necessary infrastructure contributions. Policies DS2 and DS5 direct

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1.0378	1.0378.3	John Burt	N/A	N/A	N/A	H	HSG10	Local Plan	No	No	No	No	N/A	More traffic, increased noise pollution and uses Green Belt land.	Consider the use of the A444.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including
1.0379	1.0379.1	John Gee	N/A	N/A	N/A	O (only once the consultation has already begun)	HSG2	Local Plan	No	No	No	No	N/A	It fails to provide enough information on infrastructure. The roads shown connect onto narrow estate roads already suffering from congestion and poor access point plus the danger of increased traffic adjacent to a school. These proposals fail to address the Social, Environmental and Economic factors required. Further, the area considered is part of the Green Belt. It is clear that there are other parcels of land in the area that could be developed before this intensely rural parcel of land, which has been proven as having great environmental benefit to the area. The HGS2 proposal fails to justify the impact on the Arbury View Estate. There is no capacity to cope with the likely additional traffic demand and children in nearby schools will be put in excessive danger by such proposals. This development could also result in flooding issues and if the HSG2 proposal is agreed it fails to give protection in the plan to the existing residents of Arbury View Estate. There is insufficient infrastructure provision and the HSG2 proposals in the Borough Plan is inadequate in its figures, given that the figures vary throughout the report.	Development allocation should be considered where it makes the least amount of impact on the existing community, environment, in the most cost effective location and where already development and around transport hubs. A location near to the A444 would be better suited. The movement of the allocation so that it is nearer the A444 this will have many benefits including, better access to infrastructure, will not increase social deprivation in Stockingford and preserve wildlife in the northern part of the site.	The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the
1.0379	1.0379.2	John Gee	N/A	N/A	N/A	O (only once the consultation has already begun)	Entire Plan	Local Plan	No	No	No	No	N/A	Previous consultation detail has been recorded in insufficient detail. Further, the White Paper requires the protection of Green Belt and evidence is required as to why it is used and in the most effective way and where no other option exists. This has not been the case with this borough plan and ignores the comments of residents.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Consultation material has been made available in a range of formats over the course of the production of the Plan. Also, the consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community
1.0379	1.0379.3	John Gee	N/A	N/A	N/A	O (only once the consultation has already begun)	Entire Document	Sustainability Appraisal	No	No	No	No	N/A	In relation to HSG9, the report is misleading as it calls the area undevelopment agricultural land, when it is in fact Green Belt. More affordable homes on this development is going to extend the socially deprived area of the town. There is no also no direct linkages to public transport or access to the town (adverse impact). There is also no capacity to accommodate older children in existing secondary or primary schools. There is a significant impact on the SSSC without sufficient mitigation - this is not properly addressed in existing plan proposals and there is no mention of how specific species will be protected. Also, the availability of appointments at GP Surgeries is also limited and should be seen as an adverse impact. The increased water level and increased air pollution should be an adverse effect and not a slight adverse effect. The Sustainability Report is more negative than positive in the justification for an effectiveness of this proposal. The report itself supports the argument that this development is not a sound proposal.	The movement of the allocation so that it is nearer the A444 this will have many benefits including, better access to infrastructure, will not increase social deprivation in Stockingford and preserve wildlife in the northern part of the site.	Noted. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as
1.0380	1.0380.1	Norah Clowes	N/A	N/A	N/A	O (news letter through the door)	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt land not brown field, adds to the current traffic problems, loss of farmland and recreational facilities, inadequate consultation, overflow in schools and doctors' surgeries.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0381	1.0381.1	Reginald Roberts	N/A	N/A	N/A	F	HSG2	Local Plan	No	No	No	Yes	N/A	The A444 main road into Nuneaton goes straight through the town centre. When there is a problem on the M6 Nuneaton comes to a standstill. The infrastructure needs to be looked at before this plan is adopted. Farmers will lose their livelihood and homes. There are Crayfish in Ensor's Pool. Nuneaton is becoming over developed and cannot take this Plan.	Reduce the proposed number of dwellings to 800 and expand Arbury View Estate instead of taking the Green Belt and Nature Reserve.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features
1.0382	1.0382.1	Emma Brailsford	N/A	N/A	N/A	O (twitter / fb)	HSG2	Local Plan	No	No	No	No	N/A	Detrimental impact on the residents of the town. There is a lack of infrastructure. The Plans should be halted until a ring road or bypass is incorporated into the plans.	Ring road / Bypass should be incorporated into the plan. Housing build levels should be reduced.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

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C-0383	C-0383.1	David Smith	N/A	N/A	N/A	F, G, M	HG3	Local Plan	No	No	No	No	N/A	Uses Green Belt and has omitted brownfield sites. No consideration for current traffic problems. No consideration for community facilities which are already a problem. Inadequate consultation.	Reduce the number of houses proposed, Nuneaton does not need the numbers set out in the Plan to meet the local requirements. Develop areas which do not have massive traffic problems already and have easy access to the major entry roads and access routes to the town.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
C-0383	C-0383.2	David Smith	N/A	N/A	N/A	F, G, M	HG9	Local Plan	No	No	No	No	N/A	Uses Green Belt and has omitted brownfield sites. No consideration for current traffic problems. No consideration for community facilities which are already a problem. Inadequate consultation.	Reduce the number of houses proposed, Nuneaton does not need the numbers set out in the Plan to meet the local requirements. Develop areas which do not have massive traffic problems already and have easy access to the major entry roads and access routes to the town.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington). Before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
C-0383	C-0383.3	David Smith	N/A	N/A	N/A	F, G, M	HG10	Local Plan	No	No	No	No	N/A	Uses Green Belt and has omitted brownfield sites. No consideration for current traffic problems. No consideration for community facilities which are already a problem. Inadequate consultation.	Reduce the number of houses proposed, Nuneaton does not need the numbers set out in the Plan to meet the local requirements. Develop areas which do not have massive traffic problems already and have easy access to the major entry roads and access routes to the town.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington). Before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
C-0384	C-0384.1	Catherine Gettevag	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	No	N/A	Increase on Heath Road due to the increase in housing and the proposed development of the industrial estate.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Furthermore, any transport
C-0385	C-0385.1	Annette Willerton	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	No	N/A	Object to the plans for housing and the industrial estate. Current	N/A	The HG14 allocation site has not had Green Belt status
C-0385	C-0385.2	Annette Willerton	N/A	N/A	N/A	N/A	HG16	Local Plan	N/A	N/A	N/A	No	N/A	Object to plans for housing on School Lane and industrial estate at Bowling Green Lane	N/A	Noted.
C-0386	C-0386.1	Alan Baxter	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	Yes	To present independent facts and figures.	The Borough needs a least 1 cemetery space per one home i.e. at least 10,000 spaces. The duty to cooperate has failed to yield space elsewhere.	N/A	Noted. The Council support the provision of cemeteries in the Borough and set out their commitment to this in policy NE1 "Green Infrastructure". Cemeteries, which have been categorised as "parks and gardens" form an integral part of the Borough's Green Infrastructure and the Council have committed to create, protect, manage and enhance their Green Infrastructure Assets.
C-0386	C-0386.2	Alan Baxter	N/A	N/A	N/A	F	EMP1	Local Plan	No	No	No	Yes	To present the case for reclassification of the Griff Arm.	The reclassification of the Griff Arm needs to be explicit. Planning conditions linked to HG10 / HG12 / EMP1 and EMP4 need to channel cash to this project.	N/A	Noted. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
C-0386	C-0386.3	Alan Baxter	N/A	N/A	N/A	F	EMP4	Local Plan	No	No	No	Yes	To present the case for reclassification of the Griff Arm.	The reclassification of the Griff Arm needs to be explicit. Planning conditions linked to HG10 / HG12 / EMP1 and EMP4 need to channel cash to this project.	N/A	Noted. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
C-0386	C-0386.4	Alan Baxter	N/A	N/A	N/A	F	HG12	Local Plan	No	No	No	Yes	To present the case for reclassification of the Griff Arm.	The reclassification of the Griff Arm needs to be explicit. Planning conditions linked to HG10 / HG12 / EMP1 and EMP4 need to channel cash to this project.	N/A	Noted. Planning obligations and conditions will be used to secure delivery of necessary mitigation, improvements and/or infrastructure provisions
C-0386	C-0386.5	Alan Baxter	N/A	N/A	N/A	F	HG13	Local Plan	No	No	No	Yes	To present the case for reclassification of the Griff Arm.	N/A	N/A	Noted
C-0387	C-0387.1	Katrina Skonczynski	N/A	N/A	N/A	G, D , E, F , G, M, N	Entire Plan	Local Plan	No	No	No	No	N/A	See comments from 2015 (Comments submitted as part of Expiry and Transfer Preferred Options regulation 18 in 2015, however, only those from the previous Borough Plan consultation regulation 19 were agreed to be taken forward).	N/A	All comments from previous stages of the Borough have been responded to in writing by the Council.
C-0388	C-0388.1	Ryan Forrest	N/A	N/A	N/A	G (Neighbour)	HG13	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, no consideration of the environment, uses Green Belt land, no consideration of additional schools, doctors, which is already a problem and poor local consultation.	The Addd should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded

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1.0388	1.0388.2	Ryan Forrest	N/A	N/A	N/A	O (Neighbour)	HSG9	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, no consideration of the environment, uses Green Belt land, no consideration of additional schools, doctors, which is already a problem and poor local consultation.	The A444 should be used.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0388	1.0388.3	Ryan Forrest	N/A	N/A	N/A	O (Neighbour)	HSG10	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, no consideration of the environment, uses Green Belt land, no consideration of additional schools, doctors, which is already a problem and poor local consultation.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0389	1.0389.1	Katie Chapple	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, no consideration of community facilities and inadequate consultation.	The A444 should be used.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery
1.0389	1.0389.2	Katie Chapple	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, no consideration of community facilities and inadequate consultation.	The A444 should be used.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0389	1.0389.3	Katie Chapple	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems, no consideration of community facilities and inadequate consultation.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0390	1.0390.1	Elizabeth Lloyd	N/A	N/A	N/A	F	HSG1	Local Plan	No	No	No	No	N/A	Key information has not been available. This is prime agricultural land which not be allowed to be built on. The road infrastructure should be in place first. Far too many houses are being built in Nuneaton. There is insufficient hospital / school/ GP provision for this many houses. There is also no town centre.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees.
1.0391	1.0391.1	Patricia Park	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Uses Green Belt instead of brownfield sites, no consideration of current traffic problems, loss of good farmland.	The A444 should be used.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

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1.0391	1.0391.2	Patricia Park	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt instead of brownfield sites, no consideration of current traffic problems, loss of good farmland.	The A444 should be used.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0391	1.0391.3	Patricia Park	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt instead of brownfield sites, no consideration of current traffic problems, loss of good farmland.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0392	1.0392.1	Victoria Grace Horsefall	N/A	N/A	N/A	O (not specified)	HSG3	Local Plan	No	No	No	No	N/A	Lack of consideration for traffic, roads are inadequate, insufficient capacity at local primary schools and at doctors' surgeries. The development is on Green Belt land, impact on wildlife, unnecessary loss of farmland. Nuneaton is being overloaded with houses.	Areas along the A444 are much better suited.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0392	1.0392.2	Victoria Grace Horsefall	N/A	N/A	N/A	O (not specified)	HSG9	Local Plan	No	No	No	No	N/A	Lack of consideration for traffic, roads are inadequate, insufficient capacity at local primary schools and at doctors' surgeries. The development is on Green Belt land, impact on wildlife, unnecessary loss of farmland. Nuneaton is being overloaded with houses.	Areas along the A444 are much better suited.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0392	1.0392.3	Victoria Grace Horsefall	N/A	N/A	N/A	O (not specified)	HSG10	Local Plan	No	No	No	No	N/A	Lack of consideration for traffic, roads are inadequate, insufficient capacity at local primary schools and at doctors' surgeries. The development is on Green Belt land, impact on wildlife, unnecessary loss of farmland. Nuneaton is being overloaded with houses.	Areas along the A444 are much better suited.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0393	1.0393.1	Marion Horsefall	N/A	N/A	N/A	O (word of mouth)	HSG3	Local Plan	No	No	No	No	N/A	Lack of consideration of traffic, road and local amenities, schools and surgeries cannot cope. Loss of wildlife, loss of Green Belt.	Areas along the A444 are much better suited.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0393	1.0393.2	Marion Horsefall	N/A	N/A	N/A	O (word of mouth)	HSG9	Local Plan	No	No	No	No	N/A	Lack of consideration of traffic, road and local amenities, schools and surgeries cannot cope. Loss of wildlife, loss of Green Belt.	Areas along the A444 are much better suited.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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1.0393	1.0393.3	Marion Horsefall	N/A	N/A	N/A	O (word of mouth)	HSG10	Local Plan	No	No	No	No	N/A	Lack of consideration of traffic, road and local amenities, schools and surgeries cannot cope. Loss of wildlife, loss of Green Belt.	Areas along the A444 are much better suited.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0394	1.0394.1	Andrew Horsefall	N/A	N/A	N/A	O (word of mouth)	HSG3	Local Plan	No	No	No	No	N/A	Traffic problems on local roads, schools, doctors', dentists, parking and nurseries are at full capacity. Green Belt land is disappearing and this is impact nature.	Areas along the A444 are much better suited.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded
1.0394	1.0394.2	Andrew Horsefall	N/A	N/A	N/A	O (word of mouth)	HSG9	Local Plan	No	No	No	No	N/A	Traffic problems on local roads, schools, doctors', dentists, parking and nurseries are at full capacity. Green Belt land is disappearing and this is impact nature.	Areas along the A444 are much better suited.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0394	1.0394.3	Andrew Horsefall	N/A	N/A	N/A	O (word of mouth)	HSG10	Local Plan	No	No	No	No	N/A	Traffic problems on local roads, schools, doctors', dentists, parking and nurseries are at full capacity. Green Belt land is disappearing and this is impact nature.	Areas along the A444 are much better suited.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0395	1.0395.1	Sarah Carvell	N/A	N/A	N/A	H, O (door to door notification)	Entire Document	Proposals Map	No	No	No	No	N/A	No consideration of traffic problems, no consideration of community facilities (schools, doctors etc.), overloading of Nuneaton area compared with other Warwickshire towns which is unfair.	Plans in place for additional school expansion, the A444 is more suitable for development.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0396	1.0396.1	Lily Wyatt	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	No	N/A	Objects to the building on The Nook and Woodlands.	N/A	Noted.
1.0397	1.0397.1	Paul Walker	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Object to volume of traffic, pollution, flooding, increase in population, sewerage problems.	N/A	The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. In regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that
1.0398	1.0398.1	Marion Stretton	N/A	N/A	N/A	O (newsletter through door)	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt, not brownfield sites, adds to current traffic problems, loss of good farmland and no consideration of recreational issues, inadequate consultation and problematic regarding school places.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
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1.0399	1.0399.1	Roger Kent	N/A	N/A	N/A	D, F	Entire Plan	Local Plan	No	No	No	No	N/A	Use of Green Belt land, no consideration of current traffic / doctors / hospital problems, inadequate consultation.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
1.0400	1.0400.1	Kathleen Kent	N/A	N/A	N/A	D, F	Entire Plan	Local Plan	No	No	No	No	N/A	Use of Green Belt land, no consideration of current traffic / doctors / hospital problems, inadequate consultation.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
1.0401	1.0401.1	Ian Jones	N/A	N/A	N/A	G	HSG3	Local Plan	No	No	No	No	N/A	Nuneaton is under-surfaced and congested, poor access to the site, poor road systems to support the development, unacceptable use of Green Belt and poor consultation.	Massive road infrastructure needs to be planned.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future.
1.0401	1.0401.2	Ian Jones	N/A	N/A	N/A	G	HSG9	Local Plan	No	No	No	No	N/A	Nuneaton is under-serviced and congested, poor access to the site, poor road systems to support the development, unacceptable use of Green Belt and poor consultation.	Massive road infrastructure needs to be planned.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0401	1.0401.3	Ian Jones	N/A	N/A	N/A	G	HSG10	Local Plan	No	No	No	No	N/A	Nuneaton is under-surfaced and congested, poor access to the site, poor road systems to support the development, unacceptable use of Green Belt and poor consultation.	Massive road infrastructure needs to be planned.	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth. Bedworth, as a defined town, therefore ranks second in the hierarchy. Bulkington is ranked third in the hierarchy (after Nuneaton and Bedworth), as it offers a more diverse range of services and facilities than those below it, and therefore, is classified as a sustainable settlement. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of
1.0402	1.0402.1	Lorraine Dumford	N/A	N/A	N/A	A, D	Entire Plan	Local Plan	No	No	No	No	N/A	There is no development scheme in place, the sustainability report is inadequate, there is no adequate habitat regulations assessment and no mention of protected species. There is also no Statement of Community Involvement available on the Council's website. There is no need for NBBC to take the Coventry overspill. This overspill is based on international students in Coventry, they are not necessarily permanent settlers. The Council are also failing to comply with the Duty to Co-operate.	N/A	In accordance with National Policy, the Council have an up to date Local Development Scheme and Habitat Regulation Assessment is available to view on their website. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. A Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met
1.0403	1.0403.1	Nigel Holmes	N/A	N/A	N/A	B, F, O (email from Kelly Ford)	Entire Plan	Local Plan	No	No	No	No	N/A	The calculations for the number of housing required was made pre-Brexit. As such, there should be a reduction in the need for housing. The borough is already over-populated. The amount and location of the need for this housing is inadequate. Housing allocation has been located far from employment areas which is not environmentally friendly or sustainable or addresses climate change/ carbon footprints. The housing trajectory is also unrealistic. It is unlikely that housebuilders will be able to keep up with this quantity of house building. The proposed strategic housing sites are also not located evenly across the borough.	N/A	Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA and considered in the Sustainability Appraisal. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the development should have been established, however further consideration will be given through Masterplans and application submissions as they emerge. Where necessary, any new development will be supported by contributions to infrastructure improvements to ensure that new development does not add to existing highway

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1.0403	1.0403.2	Nigel Holmes	N/A	N/A	N/A	B, F, O (email from Kelly Ford)	HSG9	Local Plan	No	No	No	No	N/A	HSG9 was not on the previous submission version of the Local Plan. This allocation is unfair, unreasonable, not environmentally sounds and is not an exceptional circumstance for the release of Green Belt. There is also a major issue in relation to congestion and other supporting documents of this Local Plan do not sufficiently address the increase that this development will bring. Removing the land at HSG9 as Green Belt will not enhance and improve the quality and appearance of the existing urban area. This proposed allocation would also result in the loss of wildlife and habitat. Such Green Belt spaces also provide many health benefits for local residents. The building of houses will lead to habitat loss. There is also a footpath across HSG9 which needs to be considered. HSG9 is a Green Belt site and should remain so. Its removal will not result in "urban regeneration".	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site.
1.0404	1.0404.1	Ian Walker	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	Increase in traffic, Nuneaton is taking too much development, there is a lack of school and doctors' surgery places, the town centre and surrounding areas cannot cope with the amount of additional housing being currently built.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. The Council acknowledges that additional infrastructure will be required to support new planned development.
1.0404	1.0404.2	Ian Walker	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	Increase in traffic, Nuneaton is taking too much development, there is a lack of school and doctors' surgery places, the town centre and surrounding areas cannot cope with the amount of additional housing being currently built.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
1.0404	1.0404.3	Ian Walker	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	Increase in traffic, Nuneaton is taking too much development, there is a lack of school and doctors' surgery places, the town centre and surrounding areas cannot cope with the amount of additional housing being currently built.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery
1.0405	1.0405.1	Peter Leonard	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Object to volume of traffic, pollution, flooding, increase in population, sewerage problems.	N/A	The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. In regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that
1.0406	1.0406.1	Amanda Hurry	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	Unacceptable to use estate roads to access a further estate, surrounding roads are already bottle necks at peak work / school travel times. There is no planned increase in local amenities and no employment opportunities being developed by the Council for occupants of these dwellings meaning more commuting to Coventry, Leicester and Rugby. Loss of green space. Increased flood risk adjacent to the crematorium and rugby field as "flood plain" is being used.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Employment Land Review (2016) included an assessment of all existing and proposed land for employment uses in the Borough. The Review identified a number of potential sites and provided details on the availability and deliverability of each site. The Borough Council considered the findings of the Review together
1.0406	1.0406.2	Amanda Hurry	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	Unacceptable to use estate roads to access a further estate, surrounding roads are already bottle necks at peak work / school travel times. There is no planned increase in local amenities and no employment opportunities being developed by the Council for occupants of these dwellings meaning more commuting to Coventry, Leicester and Rugby. Loss of green space. Increased flood risk adjacent to the crematorium and rugby field as "flood plain" is being used.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.

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1.0406	1.0406.3	Amanda Hurry	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	Unacceptable to use estate roads to access a further estate, surrounding roads are already bottle necks at peak work / school travel times. There is no planned increase in local amenities and no employment opportunities being developed by the Council for occupants of these dwellings meaning more commuting to Coventry, Leicester and Rugby. Loss of green space. Increased flood risk adjacent to the crematorium and rugby field as "flood plain" is being used.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of
1.0407	1.0407.1	Graeme Hurry	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No accounting of additional traffic burden, particularly through existing estate, no apparent increase in infrastructure, there are already large developments in progress and no employment plan for the Borough. The town is turning into a commuter town. Loss of farmland, no flood relief scheme stated.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Employment Land Review (2016) included an assessment of all existing and proposed land for employment uses in the Borough. The Review identified a number of potential sites and provided details on the availability and deliverability of each site. The Borough Council considered the findings of the Review together
1.0407	1.0407.2	Graeme Hurry	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No accounting of additional traffic burden, particularly through existing estate, no apparent increase in infrastructure, there are already large developments in progress and no employment plan for the Borough. The town is turning into a commuter town. Loss of farmland, no flood relief scheme stated.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0407	1.0407.3	Graeme Hurry	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No accounting of additional traffic burden, particularly through existing estate, no apparent increase in infrastructure, there are already large developments in progress and no employment plan for the Borough. The town is turning into a commuter town. Loss of farmland, no flood relief scheme stated.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0408	1.0408.1	Steven Kipling	N/A	N/A	N/A	M	HSG9	Local Plan	No	No	No	No	N/A	Use of Green Belt land and there is no consideration of the impact on traffic problems, environmental issues, no consideration of community facilities, Nuneaton seems to be overloaded compared with other towns in Warwickshire. There has been insufficient consultation and the proposed access roads are not suitable to carry the additional traffic, especially some surrounding roads that are very small and not intended for that purpose.	More consideration should be given to parcels of land that are brownfield or with better access to key routes. The road system in Nuneaton is already overloaded and the proposals will make this worse. There are no alternative sites being considered.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0408	1.0408.2	Steven Kipling	N/A	N/A	N/A	M	HSG10	Local Plan	No	No	No	No	N/A	Use of Green Belt land and there is no consideration of the impact on traffic problems, environmental issues, no consideration of community facilities, Nuneaton seems to be overloaded compared with other towns in Warwickshire. There has been insufficient consultation and the proposed access roads are not suitable to carry the additional traffic, especially some surrounding roads that are very small and not intended for that purpose.	More consideration should be given to parcels of land that are brownfield or with better access to key routes. The road system in Nuneaton is already overloaded and the proposals will make this worse. There are no alternative sites being considered.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0409	1.0409.1	Rowena Kipling	N/A	N/A	N/A	M	HSG9	Local Plan	No	No	No	No	N/A	Uses Green Belt and appear to omit use of brown field sites, no consideration of current traffic problems. This will overload Nuneaton compared with other towns in Warwickshire. Inadequate consultation.	The A444 should be used.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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1.0409	1.0409.2	Rowena Kipling	N/A	N/A	N/A	M	HSG10	Local Plan	No	No	No	No	N/A	Uses Green Belt and appear to omit use of brown field sites, no consideration of current traffic problems. This will overload Nuneaton compared with other towns in Warwickshire. Inadequate consultation.	The A444 should be used.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0410	1.0410.1	Carol Welsh	N/A	N/A	N/A	F, O (word of mouth)	Entire Plan	Local Plan	No	No	No	N/A	N/A	Council are developing on Green Belt land and is intentionally misinterpreting the NPPF. The unmet need for housing does not meet the "very exceptional circumstance" required by national policy. The development will impact on the Arbury Parklands and does not comply with a need to access services, and impacts on biodiversity, soil, air quality, material assets and landscape.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the site offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site.
1.0410	1.0410.2	Carol Welsh	N/A	N/A	N/A	F, O (word of mouth)	Entire Document	Sustainability Appraisal	No	No	No	N/A	N/A	The sustainability appraisal does not comply with the plan.	The sustainability appraisal should be evaluated as necessary.	The Sustainability Appraisal, and the Borough Plan are considered to comply with the legal requirements, the duty to cooperate, and are sound.
1.0411	1.0411.1	Robert Welsh	N/A	N/A	N/A	F, O (word of mouth)	DS4	Local Plan	N/A	N/A	No	No	N/A	A duty to cooperate does not mean acquiescence in the face of pressure from a neighbouring local authority.	It should not be obligatory to use greenfield sites and Green Belt land to accommodate another local authority's housing overspill and the extra housing number should be rejected.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth
1.0412	1.0412.1	Robert Harwood	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Current road infrastructure. Safety issues with the road. Air pollution	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Furthermore, any transport improvements/ upgrades
1.0413	1.0413.1	Jennifer and Michael Jones	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	No	No	N/A	School Lane and surrounding roads are used by residents as a "rat run" to avoid the Coventry Road junction, these roads are not suitable for heavy traffic. This development will also result in the loss of Green Belt land.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0414	1.0414.1	Kenneth Evans	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	No	No	N/A	HGV vehicles and more cars on the road are not suitable especially in relation to the bridge.	N/A	Noted.
1.0415	1.0415.1	Harbans Singh	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	Yes	The Inspector needs to appreciate the extent of local objection to this Plan and the depth of feeling of local residents.	There should be no loss of Green Belt land.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0416	1.0416.1	Pete Hammonds	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	Current traffic problems. Irresponsible proposal. Increased volume of traffic in the Ash Green area. Building in the greenbelt.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have

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1.0417	1.0417.1	Mr & Mrs V Jackson	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	N/A	N/A	Inconsideration of the total environmental impact, loss of habitat for wildlife, loss of hedge rows and trees, issues regarding surface water, increased noise and air pollution, the roads are unable to accommodate the demand likely to arise from this development, insufficient infrastructure, the need to keep a green barrier between the settlements.	N/A	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Council acknowledges that additional infrastructure will be required to support
1.0418	1.0418.1	Mr & Mrs Stratton	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	N/A	N/A	Issues with proximity to school, Bowling Green Lane is too narrow and this development would result in traffic congestion. The proposed industrial unit will also result in increased noise, light and air pollution. There are other units which should come forward first. This land is Green Belt and should not be developed.	N/A	In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to, and reviewed, each iteration of the Strategic Transport Assessment. The evolution of the Borough Plan has been informed by various sources of evidence, including the
1.0419	1.0419.1	Mr & Mrs Pogs	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Loss of greenbelt. Current infrastructure cannot sustain an increase in development.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0420	1.0420.1	Winifred Essom	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	Issues with traffic and congestion. What long term studies have been undertaken to assess the effects of these developments on the resident local population? The existing road network will not cope with this increased demand from these developments.	N/A	
1.0421	1.0421.1	Mrs. June Bradley	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	All of Bulkington should have received a leaflet from NBBC.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future.
1.0422	1.0422.1	Stella Bunting	N/A	N/A	N/A	N/A	DS5 (NUN286)	Local Plan	No	No	No	N/A	N/A	Parking is already a major problem in the area, the roads are also unable to cope with the current traffic load. Further, fields and open spaces are essential to our health and well-being. Green Belt status should be respected and never built on.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. Policies DS2 and DS5 direct development to existing urban areas within the
1.0423	1.0423.1	Michael Chatten	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Questions the use of greenfield when there are many brownfield sites. Current traffic problems. Ignoring infrastructure. Defacing the environment. Removal of recreational activities. Inadequate consultation. Loss of good farmland.	There are better sites along the A444 with direct access to Coventry and the motorway.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0423	1.0423.2	Michael Chatten	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Questions the use of greenfield when there are many brownfield sites. Current traffic problems. Ignoring infrastructure. Defacing the environment. Removal of recreational activities. Inadequate consultation. Loss of good farmland.	There are better sites along the A444 with direct access to Coventry and the motorway.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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1.0423	1.0423.3	Michael Chatten	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Questions the use of greenfield when there are many brownfield sites. Current traffic problems. Ignoring infrastructure. Defacing the environment. Removal of recreational activities. Inadequate consultation. Loss of good farmland.	There are better sites along the A444 with direct access to Coventry and the motorway.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0424	1.0424.1	Caroline Pratt	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0424	1.0424.2	Caroline Pratt	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0424	1.0424.3	Caroline Pratt	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0425	1.0425.1	Lynda West	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0425	1.0425.2	Lynda West	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0425	1.0425.3	Lynda West	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0426	1.0426.1	Debbie Wootton	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No meeting to discuss the proposals. Noise increase.	George Elliot Hospital is not adequate to deal with growing population.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0426	1.0426.2	Debbie Wootton	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No meeting to discuss the proposals. Noise increase.	George Elliot Hospital is not adequate to deal with growing population.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0426	1.0426.3	Debbie Wootton	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No meeting to discuss the proposals. Noise increase.	George Elliot Hospital is not adequate to deal with growing population.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0427	1.0427.1	Carolyn Lu	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. Inadequate consultation.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0427	1.0427.2	Carolyn Lu	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. Inadequate consultation.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0427	1.0427.3	Carolyn Lu	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. Inadequate consultation.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0428	1.0428.1	Andy Baggott	N/A	N/A	N/A	F, G, O	HSG3	Local Plan	No	No	No	No	N/A	Current traffic issue are very bad in Nuneaton. Golf Drive is currently hard to navigate. Poor traffic navigation. Reduction in value of property.	Developments need to be closer to better road access. Consideration of the school places needed. Brownfield sites should be used first.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any impact on property prices is not considered to be a planning matter or a planning consideration.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	**Name**	**Organisation**	**Name**	**Organisation**	**How did you find out about this Consultation? (A-R see key)**	**Policy number**	**Policies Map / Other document**	**Legally Compliant (yes / no)**	**Sound (yes / no)**	**Complies with Duty to Cooperate (yes / no)**	**Appearance at Examination (Yes/No)**	**Justification for Appearance at Examination**	**Summary of comment**	**Suggested Modifications**	**Officer response**
1.0428	1.0428.2	Andy Baggott	N/A	N/A	N/A	F, G, O	HSG9	Local Plan	No	No	No	No	N/A	Current traffic issue are very bad in Nuneaton. Golf Drive is currently hard to navigate. Poor traffic navigation. Reduction in value of property.	Developments need to be closer to better road access. Consideration of the school places needed. Brownfield sites should be used first.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The reduction in property prices is not a planning matter.
1.0428	1.0428.3	Andy Baggott	N/A	N/A	N/A	F, G, O	HSG10	Local Plan	No	No	No	No	N/A	Current traffic issue are very bad in Nuneaton. Golf Drive is currently hard to navigate. Poor traffic navigation. Reduction in value of property.	Developments need to be closer to better road access. Consideration of the school places needed. Brownfield sites should be used first.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. the reduction in property
1.0429	1.0429.1	Julie Baggott	N/A	N/A	N/A	F, G, O	HSG3	Local Plan	No	No	No	No	N/A	The Plan gives no consideration to traffic or the environment. Currently poor traffic	Use brownfield sites. Places schools, hospitals and shops where access is better and increase pollution is avoided.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0429	1.0429.2	Julie Baggott	N/A	N/A	N/A	F, G, O	HSG9	Local Plan	No	No	No	No	N/A	The Plan gives no consideration to traffic or the environment. Currently poor traffic	Use brownfield sites. Places schools, hospitals and shops where access is better and increase pollution is avoided.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised
1.0429	1.0429.3	Julie Baggott	N/A	N/A	N/A	F, G, O	HSG10	Local Plan	No	No	No	No	N/A	The Plan gives no consideration to traffic or the environment. Currently poor traffic	Use brownfield sites. Places schools, hospitals and shops where access is better and increase pollution is avoided.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated
1.0430	1.0430.1	Louise Brocklehurst	N/A	N/A	N/A	F, L	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
1.0430	1.0430.2	Louise Brocklehurst	N/A	N/A	N/A	F, L	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0430	1.0430.3	Louise Brocklehurst	N/A	N/A	N/A	F, L	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0431	1.0431.1	Matthew Kinsella	N/A	N/A	N/A	F, L	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
1.0431	1.0431.2	Matthew Kinsella	N/A	N/A	N/A	F, L	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0431	1.0431.3	Matthew Kinsella	N/A	N/A	N/A	F, L	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0432	1.0432.1	Martyn Milner	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Plan appears to have omitted the use of brownfield sites. Lack of consideration for community facilities i.e. schools and doctors.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0432	1.0432.2	Martyn Milner	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Plan appears to have omitted the use of brownfield sites. Lack of consideration for community facilities i.e. schools and doctors.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0432	1.0432.3	Martyn Milner	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Plan appears to have omitted the use of brownfield sites. Lack of consideration for community facilities i.e. schools and doctors.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are

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C-0653	C-0653.1	Alex Cameron	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
C-0653	C-0653.2	Alex Cameron	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental constraints, which could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0653	C-0653.3	Alex Cameron	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are
C-0654	C-0654.1	Lorraine Cameron	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
C-0654	C-0654.2	Lorraine Cameron	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental constraints, which could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0654	C-0654.3	Lorraine Cameron	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are
C-0655	C-0655.1	Kerrie Gayton	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues. No meeting in Winterstow.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented

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C-0655	C-0655.2	Karen Gayton	N/A	N/A	N/A	N/A	HG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues. No meeting in Wilnecote.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0655	C-0655.3	Karen Gayton	N/A	N/A	N/A	N/A	HG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues. No meeting in Wilnecote.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are
C-0656	C-0656.1	Joseph Brown	N/A	N/A	N/A	N/A	HG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site-specific policy. This is supplemented
C-0656	C-0656.2	Joseph Brown	N/A	N/A	N/A	N/A	HG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0656	C-0656.3	Joseph Brown	N/A	N/A	N/A	N/A	HG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are
C-0657	C-0657.1	Colin Moore	N/A	N/A	N/A	C	HG3	Local Plan	No	No	No	No	N/A	No proper consultation with local residents. Use of valuable farmland will be needed after Brexit. Increase number of vehicles using Golf Drive. Inadequate road system.	Increase the number of large scale employers not residents.	Consultation process has been widely publicized across the Borough and has been undertaken in accordance with other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesse environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking,
C-0657	C-0657.2	Colin Moore	N/A	N/A	N/A	C	HG9	Local Plan	No	No	No	No	N/A	No proper consultation with local residents. Use of valuable farmland will be needed after Brexit. Increase number of vehicles using Golf Drive. Inadequate road system.	Increase the number of large scale employers not residents.	The Council has undertaken public consultation on the Borough Plan in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and its published Statement of Community Involvement. This includes adherence to the minimum requirement for 6-weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesse environmental value. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve

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1.0437	1.0437.3	Colin Moore	N/A	N/A	N/A	Q	HSG10	Local Plan	No	No	No	No	N/A	No proper consultation with local residents. Use of valuable farmland will be needed after Brexit. Increase number of vehicles using Golf Drive. Inadequate road system.	Increase the number of large scale employers not residents.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential
1.0438	1.0438.1	Terence White	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues. No meeting in Whitestone. Difficult for the elderly to attend any meetings or who were not IT aware.	Improvements to roads. Brownfield sites should be considered.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy
1.0438	1.0438.2	Terence White	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues. No meeting in Whitestone. Difficult for the elderly to attend any meetings or who were not IT aware.	Improvements to roads. Brownfield sites should be considered.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0438	1.0438.3	Terence White	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. No consideration of environmental or recreational issues. No meeting in Whitestone. Difficult for the elderly to attend any meetings or who were not IT aware.	Improvements to roads. Brownfield sites should be considered.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0439	1.0439	Amy Jeffries	N/A	N/A	N/A	E, K	Entire Plan	Local Plan	No	No	No	No	N/A	Loss of safe footpaths. Impact on biodiversity. No consultation with Whitestone. Future of residents has been compromised. Object to loss of the greenbelt. Increased problem with traffic.	Plan to be dropped, declined or re-thought into a smaller Plan.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0440	1.0440.1	Emma Dixon	N/A	N/A	N/A	D,F,O	Entire Plan	Local Plan	No	No	No	No	N/A	Greenbelt to be preserved. Already over populated. Already too much pollution. Current traffic problems. Residents do not want this development.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. In terms of air quality, the review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good
1.0441	1.0441.1	Kathleen Clarke	N/A	N/A	N/A	B	HSG3	Local Plan	No	No	No	No	N/A	No consideration of recreational uses. Loss of farmland. Inadequate consultation. No consideration of infrastructure	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to

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1.0442	1.0442.1	David Jones	N/A	N/A	N/A	B, F	HSG3	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. Inadequate consultation.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0442	1.0442.2	David Jones	N/A	N/A	N/A	B, F	HSG9	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. Inadequate consultation.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
1.0442	1.0442.3	David Jones	N/A	N/A	N/A	B, F	HSG10	Local Plan	No	No	No	No	N/A	The use of greenbelt land over brownfield. No consideration of current traffic problems or biodiversity or recreation. Overloading of Nuneaton. Inadequate consultation.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0443	1.0443.1	Anthony Mann	N/A	N/A	N/A	F, G	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1.0444	1.0444.1	Lavina Penney	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield. Road congestion. Infrastructure cannot currently cope. Questions why the area should be taking so much student housing. No meeting with the residents of Whitestone. Negative effects on health.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0444	1.0444.2	Lavina Penney	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield. Road congestion. Infrastructure cannot currently cope. Questions why the area should be taking so much student housing. No meeting with the residents of Whitestone. Negative effects on health.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Through the evolution of the Borough Plan, the impact on health has been considered through the Heath Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications.
1.0444	1.0444.3	Lavina Penney	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield. Road congestion. Infrastructure cannot currently cope. Questions why the area should be taking so much student housing. No meeting with the residents of Whitestone. Negative effects on health.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0445	1.0445.1	Barbara Warminston	N/A	N/A	N/A	C, F	HSG3	Local Plan	No	No	No	No	N/A	Already a problem with lack of community facilities, traffic and the use of greenbelt land.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to

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1.0445	1.0445.2	Barbara Warminston	N/A	N/A	N/A	C, F	HSG9	Local Plan	No	No	No	No	N/A	Already a problem with lack of community facilities, traffic and the use of greenbelt land.	Use of the A444 for access to Coventry.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning
1.0445	1.0445.3	Barbara Warminston	N/A	N/A	N/A	C, F	HSG10	Local Plan	No	No	No	No	N/A	Already a problem with lack of community facilities, traffic and the use of greenbelt land.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0446	1.0446.1	Angela Fisher	N/A	N/A	N/A	Q	HSG9	Local Plan	No	No	No	No	N/A	No consideration to traffic problems, already gridlocked. No consideration given to doctors, schools with both oversubscribed.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
1.0447	1.0447.1	Alainna Parker	N/A	N/A	N/A	Q	HSG9	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, biodiversity and recreational issues. Loss of good farmland.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure'
1.0448	1.0448.1	Gareth Parker	N/A	N/A	N/A	Q	HSG9	Local Plan	No	No	No	No	N/A	No consideration of traffic problems, biodiversity and recreational issues. Loss of good farmland.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure'
1.0449	1.0449.1	Marlene Jenkins	N/A	N/A	N/A	F	DS1	Local Plan	No	No	No	No	N/A	Use of greenbelt. Little consideration for uses of open space. Potential increase in cars. Air pollution.	N/A	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
1.0450	1.0450.1	Michael Shone	N/A	N/A	N/A	N	Entire Plan	Local Plan	No	No	No	No	N/A	Ruin the quality of life for residents, no mention of accommodation of Gypsies or Travellers. Burial space not addressed. Type of housing proposed is not adequate. Object to removal of land from the greenbelt. Contribute to urban sprawl. Supply of office space standing empty. Not enough jobs. degrading town centre. current issues with infrastructure. no consultation with residents. increased pressure on the roads. impact on biodiversity and geodiversity.	N/A	Noted. The Council support the provision of cemeteries in the Borough and set out their commitment to this in policy NE1 "Green Infrastructure". Cemeteries, which have been categorised as "parks and gardens" form an integral part of the Borough's Green Infrastructure and the Council have committed to create, protect, manage and enhance their Green Infrastructure Assets. Local Plan Policy H3 sets out the Borough's commitment to identifying suitable strategic sites for Gypsies and Travellers. Specifically, this will be set out further in a separate Gypsy and Travellers Site Allocations Plan for a period of 2016/2017 to 2031/2032. In regards to green belt, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan seeks to ensure that housing needs of the population are met by requiring a mix of housing types, sizes and tenures to be provided based on the need and demand identified within the most up to date SHMA. The SHMA makes recommendations about the size of dwellings for market and affordable housing,
1.0451	1.0451.1	Margaret Shone	N/A	N/A	N/A	N	Entire Plan	Local Plan	No	No	No	No	N/A	Ruin the quality of life for residents, no mention of accommodation of	N/A	Noted. The Council support the provision of cemeteries in

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1.0452	1.0452.1	Susan Whitehead	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No details given of infrastructure. Increased traffic with increased housing.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road
1.0453	1.0453.1	George Whitehead	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No details given of infrastructure. Increased traffic with increased housing.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road
1.0454	1.0454.1	Matthew Kitchling	N/A	N/A	N/A	F, O	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land over brownfield. Inadequate consultation. Lack of traffic and domestic infrastructure proposed. Impacts to biodiversity.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1
1.0454	1.0454.2	Matthew Kitchling	N/A	N/A	N/A	F, O	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land over brownfield. Inadequate consultation. Lack of traffic and domestic infrastructure proposed. Impacts to biodiversity.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future.
1.0454	1.0454.3	Matthew Kitchling	N/A	N/A	N/A	F, O	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land over brownfield. Inadequate consultation. Lack of traffic and domestic infrastructure proposed. Impacts to biodiversity.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0455	1.0455.1	Ann Kitchling	N/A	N/A	N/A	F, G	HSG3	Local Plan	No	No	No	No	N/A	Inadequate consultation. Loss of farmland. Impact on biodiversity. Use of greenbelt instead of brownfield.	Nuneaton should not give up greenfield land. Use of the A444 for access.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of
1.0455	1.0455.2	Ann Kitchling	N/A	N/A	N/A	F, G	HSG9	Local Plan	No	No	No	No	N/A	Inadequate consultation. Loss of farmland. Impact on biodiversity. Use of greenbelt instead of brownfield.	Nuneaton should not give up greenfield land. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. The majority of the allocated sites will result in some loss of

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1.0455	1.0455.3	Ann Kitchling	N/A	N/A	N/A	F, G	HSG10	Local Plan	No	No	No	No	N/A	Inadequate consultation. Loss of farmland. Impact on biodiversity. Use of greenbelt instead of brownfield.	Nuneaton should not give up greenfield land. Use of the A444 for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0456	1.0456.1	Alan Kitchling	N/A	N/A	N/A	F, O	HSG3	Local Plan	No	No	No	No	N/A	Siting of development on greenbelt land is ill-considered. Impact on biodiversity. Access to the development is via a narrow road with no alterations to the roads. Objecting to the development	Nuneaton should not give up greenfield land. Use of the A444 for access.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest
1.0456	1.0456.2	Alan Kitchling	N/A	N/A	N/A	F, O	HSG9	Local Plan	No	No	No	No	N/A	Siting of development on greenbelt land is ill-considered. Impact on biodiversity. Access to the development is via a narrow road with no alterations to the roads. Objecting to the development	Nuneaton should not give up greenfield land. Use of the A444 for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure'
1.0456	1.0456.3	Alan Kitchling	N/A	N/A	N/A	F, O	HSG10	Local Plan	No	No	No	No	N/A	Siting of development on greenbelt land is ill-considered. Impact on biodiversity. Access to the development is via a narrow road with no alterations to the roads. Objecting to the development	Nuneaton should not give up greenfield land. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0457	1.0457.1	Harriet Lawrie	N/A	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	No	N/A	No consideration for current traffic problems. Not building schools or doctors.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
1.0458	1.0458.1	Jane Lawrie	N/A	N/A	N/A	F, O	HSG3	Local Plan	No	No	No	No	N/A	Increase traffic problems. Loss of walks and open space	Use of the A444 for access to Coventry.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions (including open space provision).
1.0458	1.0458.2	Jane Lawrie	N/A	N/A	N/A	F, O	HSG9	Local Plan	No	No	No	No	N/A	Increase traffic problems. Loss of walks and open space	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic priorities for the area.'

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S.0458	S.0458.3	Jane Lowrie	N/A	N/A	N/A	F, D	HG10	Local Plan	No	No	No	No	N/A	Increase traffic problems. Loss of walks and open space	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2033 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
S.0459	S.0459.1	Georgina Lowrie	N/A	N/A	N/A	G	HG3	Local Plan	No	No	No	No	N/A	Plan does not take into account traffic issues. Use of greenbelt land.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
S.0459	S.0459.2	Georgina Lowrie	N/A	N/A	N/A	G	HG9	Local Plan	No	No	No	No	N/A	Plan does not take into account traffic issues. Use of greenbelt land.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2014 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
S.0459	S.0459.3	Georgina Lowrie	N/A	N/A	N/A	G	HG10	Local Plan	No	No	No	No	N/A	Plan does not take into account traffic issues. Use of greenbelt land.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2033 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
S.0460	S.0460.1	Patricia Fletcher	N/A	N/A	N/A	F, D	HG3	Local Plan	No	No	No	No	N/A	No use of brownfield sites. Too near to crematorium. Not enough schools and doctors.	Nuneaton not to carry the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
S.0460	S.0460.2	Patricia Fletcher	N/A			F, D	HG9	Local Plan	No	No	No	No	N/A	No use of brownfield sites. Too near to crematorium. Not enough schools and doctors.	Nuneaton not to carry the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has undertaken public consultation on the Local Plan in accordance with the Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Noted and welcomed at this stage. As sites are brought forward matters such as this can be considered through Master planning and future application submissions. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
S.0460	S.0460.3	Patricia Fletcher	N/A			F, D	HG10	Local Plan	No	No	No	No	N/A	No use of brownfield sites. Too near to crematorium. Not enough schools and doctors.	Nuneaton not to carry the housing burden.	Noted and welcomed at this stage. As sites are brought forward matters such as this can be considered through Master planning and future application submissions.
S.0461	S.0461.1	Graham Vincent	N/A	N/A	N/A	F	HG3	Local Plan	No.	No	No	No.	N/A	Use of greenbelt over brownfield land. No consideration of traffic problems, biodiversity or community facilities. Loss of farmland. Not adequate consultation. Shortage of greenspace.	Consider housing along the A444. ensure better consultation. Give consideration to facilities.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2014 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was

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1.0461	1.0461.2	Graham Vincent	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield land. No consideration of traffic problems, biodiversity or community facilities. loss of farmland. Not adequate consultation. Shortage of greenspace.	Consider housing along the A444. ensure better consultation. Give consideration to facilities.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0461	1.0461.3	Graham Vincent	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield land. No consideration of traffic problems, biodiversity or community facilities. loss of farmland. Not adequate consultation. Shortage of greenspace.	Consider housing along the A444. ensure better consultation. Give consideration to facilities.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0462	1.0462.1	Irene Vincent	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield land. No consideration of traffic problems, biodiversity or community facilities. loss of farmland. Not adequate consultation. Shortage of greenspace.	Consider housing along the A444. ensure better consultation. Give consideration to facilities.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was
1.0462	1.0462.2	Irene Vincent	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield land. No consideration of traffic problems, biodiversity or community facilities. loss of farmland. Not adequate consultation. Shortage of greenspace.	Consider housing along the A444. ensure better consultation. Give consideration to facilities.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0462	1.0462.3	Irene Vincent	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt over brownfield land. No consideration of traffic problems, biodiversity or community facilities. loss of farmland. Not adequate consultation. Shortage of greenspace.	Consider housing along the A444. ensure better consultation. Give consideration to facilities.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0463	1.0463.1	Garry Clarke	N/A	N/A	N/A	Q	HSG3	Local Plan	No	No	No	No	N/A	Current traffic issues. Nuneaton should not take more housing. No provision for new infrastructure.	Consider improving the town centre.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. The Council acknowledges that additional infrastructure will be required to support new planned development.
1.0463	1.0463.2	Garry Clarke	N/A	N/A	N/A	Q	HSG9	Local Plan	No	No	No	No	N/A	Current traffic issues. Nuneaton should not take more housing. No provision for new infrastructure.	Consider improving the town centre.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0463	1.0463.3	Garry Clarke	N/A	N/A	N/A	Q	HSG10	Local Plan	No	No	No	No	N/A	Current traffic issues. Nuneaton should not take more housing. No provision for new infrastructure.	Consider improving the town centre.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and
1.0464	1.0464.1	John Argyle	N/A	N/A	N/A	O	HSG3	Local Plan	No	No	No	No	N/A	Against this proposal to build on greenbelt at Golf Lane. Increased traffic in the area will be made worse	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0465	1.0465.1	George Weaver	N/A	N/A	N/A	Q	HSG3	Local Plan	No	No	No	No	N/A	Objects to the loss of greenfield. Whitestone crossroad is already overloaded so proposals would overload it. overloading of current infrastructure. Degradation od the environment and biodiversity.	Brownfield sites must be used first. Nuneaton to carry less housing.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
1.0465	1.0465.2	George Weaver	N/A			Q	HSG9	Local Plan	No	No	No	No	N/A	Objects to the loss of greenfield. Whitestone crossroad is already overloaded so proposals would overload it. overloading of current infrastructure. Degradation of the environment and biodiversity.	Brownfield sites must be used first. Nuneaton to carry less housing.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new
1.0465	1.0465.3	George Weaver	N/A			Q	HSG10	Local Plan	No	No	No	No	N/A	Objects to the loss of greenfield. Whitestone crossroad is already overloaded so proposals would overload it. overloading of current infrastructure. Degradation od the environment and biodiversity.	Brownfield sites must be used first. Nuneaton to carry less housing.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site.
1.0466	1.0466.1	Linda Read	N/A	N/A	N/A	B	Entire Plan	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration of recreational issues. No meeting in Whitestone regarding the Plan.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0467	1.0467.1	John McHugh	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.

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	Comment reference number	**Name**	**Organisation**	**Name**	**Organisation**	**How did you find out about this Consultation? (A-R see key)**	**Policy number**	**Policies Map / Other document**	**Legally Compliant (yes / no)**	**Sound (yes / no)**	**Complies with Duty to Cooperate (yes / no)**	**Appearance at Examination (Yes/No)**	**Justification for Appearance at Examination**	**Summary of comment**	**Suggested Modifications**	**Officer response**
1.0467	1.0467.2	John McHugh	N/A			F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the
1.0467	1.0467.3	John McHugh	N/A			F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0468	1.0468.1	Ursula Gilbert	N/A	N/A	N/A	F, G	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. No consultation	Nuneaton should not take the housing burden. Use of the A444 for access to Coventry	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future.
1.0469	1.0469.1	Hayley Lewis	N/A	N/A	N/A	B, E, M, O	HSG3	Local Plan	No	No	No	No	N/A	No considerations of environmental or recreational issues. Inappropriate use of greenbelt and omission of brownfield sites. Inadequate consultation. Infrastructure is currently not able to cope.	Nuneaton should take the housing burden.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0469	1.0469.2	Hayley Lewis	N/A	N/A	N/A	B, E, M, O	HSG9	Local Plan	No	No	No	No	N/A	No considerations of environmental or recreational issues. Inappropriate use of greenbelt and omission of brownfield sites. Inadequate consultation. Infrastructure is currently not able to cope.	Nuneaton should take the housing burden.	The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council has undertaken public consultation on the Borough Plan in accordance
1.0469	1.0469.3	Hayley Lewis	N/A	N/A	N/A	B, E, M, O	HSG10	Local Plan	No	No	No	No	N/A	No considerations of environmental or recreational issues. Inappropriate use of greenbelt and omission of brownfield sites. Inadequate consultation. Infrastructure is currently not able to cope.	Nuneaton should take the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0470	1.0470.1	Aaron Lewis	N/A	N/A	N/A	O	HSG3	Local Plan	No	No	No	No	N/A	Current infrastructure is already over burdened. Golf Drive is not wide enough to take increase in cars. Questions the use of greenbelt land over brownfield.	Build new dwellings near main roads. Use the A444. introduction of a ring road.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0470	1.0470.2	Aaron Lewis	N/A	N/A	N/A	O	HSG9	Local Plan	No	No	No	No	N/A	Current infrastructure is already over burdened. Golf Drive is not wide enough to take increase in cars. Questions the use of greenbelt land over brownfield.	Build new dwellings near main roads. Use the A444. introduction of a ring road.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. . Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0470	1.0470.3	Aaron Lewis	N/A	N/A	N/A	O	HSG10	Local Plan	No	No	No	No	N/A	Current infrastructure is already over burdened. Golf Drive is not wide enough to take increase in cars. Questions the use of greenbelt land over brownfield.	Build new dwellings near main roads. Use the A444. introduction of a ring road.	Noted. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0471	1.0471.1	Lucy Hayes	N/A	N/A	N/A	C, L	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland.	Nuneaton should not take the housing burden.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited
1.0472	1.0472.1	Simon Ayres	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No use of brownfield sites. No consideration of current traffic problems. No consideration of community facilities. poor consultation.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for
1.0472	1.0472.2	Simon Ayres	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No use of brownfield sites. No consideration of current traffic problems. No consideration of community facilities. poor consultation.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0472	1.0472.3	Simon Ayres	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No use of brownfield sites. No consideration of current traffic problems. No consideration of community facilities. poor consultation.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0473	1.0473.1	Roger Elsegood	N/A	N/A	N/A	F, M	HSG9	Local Plan	No	No	No	No	N/A	No use of brownfield sites. No consideration of current traffic problems. No consideration of community facilities. poor consultation.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0474	1.0474.1	Angela Hendry	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	Increase in traffic problems. Use of greenbelt land over brownfield. No consultation and complicated form.	Nuneaton should not take the housing burden. Use of the A444 for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. Whilst it is appreciated
1.0475	1.0475.1	Chris Turley	N/A	N/A	N/A	B	Entire Plan	Local Plan	No	No	No	No	N/A	No considerations of environmental or recreational issues. Inappropriate use of greenbelt and omission of brownfield sites. Inadequate consultation. Infrastructure is currently not able to cope.	Use of the A444 for access to Coventry. Nuneaton should not take the housing burden. Use disused buildings.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic
1.0476	1.0476.1	Michael Turley	N/A	N/A	N/A	B	Entire Plan	Local Plan	No	No	No	No	N/A	No considerations of environmental or recreational issues. Inappropriate use of greenbelt and omission of brownfield sites. Infrastructure is currently not able to cope.	Use of the A444 for access to Coventry.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic
1.0477	1.0477.1	Carole Burn	N/A	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited
1.0477	1.0477.2	Carole Burn	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0477	1.0477.3	Carole Burn	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland.	Use of the A444 for access to Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0478	1.0478.1	Peter Mackay	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland. No consultation. Overloading of current infrastructure.	Build in areas where there is already infrastructure.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-H see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
C-0479	C-0479-1	Carole Mockby	N/A	N/A	N/A	G	HS13	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland. No consultation. Overloading of current infrastructure.	Build in areas where there is already infrastructure.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2015) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2015) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited
C-0480	C-0480-1	Annette Milton	N/A	N/A	N/A	G	HS13	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland. No consultation. Overloading of current infrastructure.	Nuneaton should not take the housing burden. Use of the Addd for access. Use vacant properties.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2015) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2015) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited
C-0481	C-0481-1	Chris Tudey	N/A	N/A	N/A	G	HS13	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Overloading of Nuneaton. Loss of good farmland. No consultation. Overloading of current infrastructure.	Nuneaton should not take the housing burden. Use of the Addd for access. Use vacant properties.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2015) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2015) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited
C-0482	C-0482-1	Jane Mansfield	N/A	N/A	N/A	C, D, I	Entire Plan	Local Plan	No	No	No	No	N/A	Increased traffic on roads. No plans for more schools or doctors.	Nuneaton should not take the housing burden.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
C-0483	C-0483-1	Derek Ashton	N/A	N/A	N/A	G	Entire Plan	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems and facilities.	Use of the Addd for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
C-0484	C-0484-1	Luke Gallagher	N/A	N/A	N/A	N/A	HS13	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland.	Nuneaton should not take the housing burden. Use of the Addd for access. Use vacant properties.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0485	C-0485-2	Luke Gallagher	N/A	N/A	N/A	N/A	HS19	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland.	Nuneaton should not take the housing burden. Use of the Addd for access. Use vacant properties.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. In line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory

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C-0484	C-0484.1	Julie Gallagher	N/A	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland.	Warwickshire should not take the housing burden. Use of the A444 for access. Use vacant properties.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council it is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
C-0485	C-0485.1	Beverly Caffery	N/A	N/A	N/A	F, G	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure.	Build in areas where there is already infrastructure. Use other areas for housing.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0485	C-0485.2	Beverly Caffery	N/A	N/A	N/A	F, G	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure.	Build in areas where there is already infrastructure. Use other areas for housing.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North
C-0485	C-0485.3	Beverly Caffery	N/A	N/A	N/A	F, G	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure.	Build in areas where there is already infrastructure. Use other areas for housing.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council it is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
C-0486	C-0486.1	Philip Caffery	N/A	N/A	N/A	A, B, F, G, L, O	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure.	Warwickshire should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0486	C-0486.2	Philip Caffery	N/A	N/A	N/A	A, B, F, G, L, O	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure.	Warwickshire should not take the housing burden. Use of the A444 for access.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North
C-0486	C-0486.3	Philip Caffery	N/A	N/A	N/A	A, B, F, G, L, O	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure.	Warwickshire should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council it is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car

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1.0487	1.0487.1	Sally Bailey	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Uses greenbelt which is unacceptable. No community facilities. no extra roads. No environmental impact assessed.	Use brownfield sites first. Build extra infrastructure. Undertake an EIA.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0488	1.0488.1	Phoebe Coles	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0488	1.0488.2	Phoebe Coles	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0488	1.0488.3	Phoebe Coles	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0489	1.0489.1	Diane Chadburn	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0489	1.0489.2	Diane Chadburn	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0489	1.0489.3	Diane Chadburn	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.

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1.0490	1.0490.1	Ian Chadburn	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0490	1.0490.2	Ian Chadburn	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0490	1.0490.3	Ian Chadburn	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Development will ruin the area. The surrounding roads will become dangerous. Loss of farmland. Cannot sustain these levels of development.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
1.0491	1.0491.1	Christina Green	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure. Effect on house prices. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0491	1.0491.2	Christina Green	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure. Effect on house prices. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the
1.0491	1.0491.3	Christina Green	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt and not brownfield land. No consideration to existing residents. Loss of good farmland. Insufficient infrastructure. Effect on house prices. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Policies DS2 and DS5 direct development to existing urban areas within the Borough
1.0492	1.0492.1	Ian Burgoyne	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of already high pollution levels caused by traffic and loss of trees on a regular basis.	Create a ring road around Nuneaton and further use the A444.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green

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C-0492	C-0492.2	Ian Burgoyne	N/A	N/A	N/A	F	HG9	Local Plan	No	No	No	No	N/A	No consideration of already high pollution levels caused by traffic and loss of trees on a regular basis.	Create a ring road around Nuneaton and further use the A444.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
C-0492	C-0492.3	Ian Burgoyne	N/A	N/A	N/A	F	HG10	Local Plan	No	No	No	No	N/A	No consideration of already high pollution levels caused by traffic and loss of trees on a regular basis.	Create a ring road around Nuneaton and further use the A444.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
C-0493	C-0493.1	Kay Garratt	N/A	N/A	N/A	G	HG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0493	C-0493.2	Kay Garratt	N/A	N/A	N/A	G	HG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HG1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy.
C-0493	C-0493.3	Kay Garratt	N/A	N/A	N/A	G	HG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
C-0494	C-0494.1	Mark Garratt	N/A	N/A	N/A	F	HG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0494	C-0494.2	Mark Garratt	N/A	N/A	N/A	F	HG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HG1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy.
C-0494	C-0494.3	Mark Garratt	N/A	N/A	N/A	F	HG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-H see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
C-0495	C-0495.1	Janet Willcox	N/A	N/A	N/A	F	HG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0495	C-0495.2	Janet Willcox	N/A	N/A	N/A	F	HG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy.
C-0495	C-0495.3	Janet Willcox	N/A	N/A	N/A	F	HG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
C-0496	C-0496.1	Sarah Wooster	N/A	N/A	N/A	F	HG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Loss of farmland.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal and accords with national planning policy by prioritising
C-0496	C-0496.2	Sarah Wooster	N/A	N/A	N/A	F	HG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Loss of farmland.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy.
C-0496	C-0496.3	Sarah Wooster	N/A	N/A	N/A	F	HG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Loss of farmland.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
C-0497	C-0497.1	Louise Stephens	N/A	N/A	N/A	G	HG3	Local Plan	No	No	No	No	N/A	No consultation of current traffic issues. Inadequate consultation in the area. No consideration of amenities.	Use of the A444 for access to Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of

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1.0497	1.0497.2	Louise Stephens	N/A	N/A	N/A	G	HSG9	Local Plan	No	No	No	No	N/A	No consultation of current traffic issues. Inadequate consultation in the area. No consideration of amenities.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0497	1.0497.3	Louise Stephens	N/A	N/A	N/A	G	HSG10	Local Plan	No	No	No	No	N/A	No consultation of current traffic issues. Inadequate consultation in the area. No consideration of amenities.	Use of the A444 for access to Coventry.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0498	1.0498.1	David Bason	N/A	N/A	N/A	F	HS3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access. No mention of self build.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough
1.0498	1.0498.2	David Bason	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access. No mention of self build.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Through the evolution of the Borough Plan, the impact on health has been considered through the Heath Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications.
1.0498	1.0498.3	David Bason	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access. No mention of self build.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
1.0499	1.0499.1	Helen Bason	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access. No mention of self build.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0499	1.0499.2	Helen Bason	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access. No mention of self build.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Through the evolution of the Borough Plan, the impact on health has been considered through the Heath Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications.

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1.0499	1.0499.3	Helen Bason	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access. No mention of self build.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
1.0500	1.0500.1	Douglas Tait	N/A	N/A	N/A	E, M	HSG9	Local Plan	No	No	No	No	N/A	The 2015 Plan stated 'no major development in Whitestone and Bulkington.' Effected house prices.	Use West Midlands land between Nuneaton and Coventry. Throw this policy out. Consider brownfield sites. Consider building on the golf course.	Noted. The effect on house prices is not a planning matter.
1.0501	1.0501.1	Linda Cowley	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration to the current traffic problems. No consideration for current homeowners and no plans for the poor town centre	Improvement of the town centre. infrastructure to support the extra shops.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0501	1.0501.2	Linda Cowley	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration to the current traffic problems. No consideration for current homeowners and no plans for the poor town centre	Improvement of the town centre. infrastructure to support the extra shops.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity.
1.0501	1.0501.3	Linda Cowley	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration to the current traffic problems. No consideration for current homeowners and no plans for the poor town centre	Improvement of the town centre. infrastructure to support the extra shops.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity.
1.0502	1.0502.1	Peter Boon	N/A	N/A	N/A	B	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Look at brownfield site areas and the A444. do not take the housing burden from Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy.
1.0503	1.0503.1	Karen Newcombe	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0503	1.0503.2	Karen Newcombe	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy.

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1.0503	1.0503.3	Karen Newcombe	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
1.0504	1.0504.1	Gillian Pratt	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Inadequate consultation. Loss of farmland. Impact on biodiversity. Use of greenbelt instead of brownfield. Taking the burden of homes.	Nuneaton must not take the housing burden. Improvement of the town centre.	Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the future. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development
1.0504	1.0504.2	Gillian Pratt	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Inadequate consultation. Loss of farmland. Impact on biodiversity. Use of greenbelt instead of brownfield. Taking the burden of homes.	Nuneaton must not take the housing burden. Improvement of the town centre.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the
1.0504	1.0504.3	Gillian Pratt	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Inadequate consultation. Loss of farmland. Impact on biodiversity. Use of greenbelt instead of brownfield. Taking the burden of homes.	Nuneaton must not take the housing burden. Improvement of the town centre.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire
1.0505	1.0505.1	Catherine Fairlie	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Greenbelt land is not protected over brownfield. Increased pressure on Golf Drive and on the roads.	Other areas more appropriate for development e.g. adjacent to the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0505	1.0505.2	Catherine Fairlie	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Greenbelt land is not protected over brownfield. Increased pressure on Golf Drive and on the roads.	Other areas more appropriate for development e.g. adjacent to the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0505	1.0505.3	Catherine Fairlie	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Greenbelt land is not protected over brownfield. Increased pressure on Golf Drive and on the roads.	Other areas more appropriate for development e.g. adjacent to the A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.

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C-0506	C-0506.1	David Gibbs	N/A	N/A	N/A	F	Entire Plan	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland.	Nuneaton should not carry the housing load.	In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of agricultural land and productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
C-0507	C-0507.1	Paula Cresswell	N/A	N/A	N/A	F	H6L3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity.	Nuneaton should not take the housing burden. Use of The Addd for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0507	C-0507.2	Paula Cresswell	N/A	N/A	N/A	F	H6L9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity.	Nuneaton should not take the housing burden. Use of The Addd for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to
C-0507	C-0507.3	Paula Cresswell	N/A	N/A	N/A	F	H6L10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity.	Nuneaton should not take the housing burden. Use of The Addd for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
C-0508	C-0508.1	Malcolm Owen	N/A	N/A	N/A	F	H6L3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton. No consultation.	Nuneaton should not take the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0508	C-0508.2	Malcolm Owen	N/A	N/A	N/A	F	H6L9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton. No consultation.	Nuneaton should not take the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to
C-0508	C-0508.3	Malcolm Owen	N/A	N/A	N/A	F	H6L10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. Overloading of Nuneaton. No consultation.	Nuneaton should not take the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all

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1.0509	1.0509.1	Marjorie Owen	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
1.0509	1.0509.2	Marjorie Owen	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to
1.0509	1.0509.3	Marjorie Owen	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
1.0510	1.0510.1	John Randle	N/A	N/A	N/A	F, G, I	Entire Plan	Local Plan	No	No	No	No	N/A	Use of greenbelt land. Current traffic problems.	No use of greenbelt. Delete the Plan.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
1.0511	1.0511.1	Duncan Percival	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
1.0511	1.0511.2	Duncan Percival	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to
1.0511	1.0511.3	Duncan Percival	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-H see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Qualification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
C-DS12	C-DS12.1	Jane Percival	N/A	N/A	N/A	F	HS13	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity.	Use of the area adjacent to the A444. ensure there are adequate community facilities.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to
C-DS12	C-DS12.2	Jane Percival	N/A	N/A	N/A	F	HS19	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity.	Use of the area adjacent to the A444. ensure there are adequate community facilities.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to
C-DS12	C-DS12.3	Jane Percival	N/A	N/A	N/A	F	HS10	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity.	Use of the area adjacent to the A444. ensure there are adequate community facilities.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all
C-DS13	C-DS13.1	Helen Dawes	N/A	N/A	N/A	F	HS13	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity. Increase of pollution.	Housing should be reduced. Use of the land next to the A444. monitoring of air pollution.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
C-DS13	C-DS13.2	Helen Dawes	N/A	N/A	N/A	F	HS19	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity. Increase of pollution.	Housing should be reduced. Use of the land next to the A444. monitoring of air pollution.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth.
C-DS14	C-DS14.1	Stephen Dawes	N/A	N/A	N/A	F	HS13	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. No consideration of community facilities.	Housing should be reduced. use of the land next to the A444. monitoring of air pollution.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented
C-DS14	C-DS14.2	Stephen Dawes	N/A	N/A	N/A	F	HS19	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. No consideration of community facilities.	Housing should be reduced. Use of the land next to the A444. monitoring of air pollution.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Through the evolution of the Borough Plan, the impact on health has been considered through the Health Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications.

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1.0514	1.0514.3	Stephen Dawes	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. No consideration of community facilities.	Housing should be reduced. Use of the land next to the A444. monitoring of air pollution.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
1.0515	1.0515.1	Geoffrey Aucott	N/A	N/A	N/A	F, O	HSG3	Local Plan	No	No	No	No	N/A	No consideration of existing infrastructure. Shops and schools are insufficient. Increase in traffic.	Nuneaton should not carry the housing burden. Ensure the town centre is not neglected.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0515	1.0515.2	Geoffrey Aucott	N/A	N/A	N/A	F, O	HSG9	Local Plan	No	No	No	No	N/A	No consideration of existing infrastructure. Shops and schools are insufficient. Increase in traffic.	Nuneaton should not carry the housing burden. Ensure the town centre is not neglected.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire.
1.0515	1.0515.3	Geoffrey Aucott	N/A	N/A	N/A	F, O	HSG10	Local Plan	No	No	No	No	N/A	No consideration of existing infrastructure. Shops and schools are insufficient. Increase in traffic.	Nuneaton should not carry the housing burden. Ensure the town centre is not neglected.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0516	1.0516.1	Michael Henshaw	N/A	N/A	N/A	B, G, N	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity. No public consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0516	1.0516.2	Michael Henshaw	N/A	N/A	N/A	B, G, N	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity. No public consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to
1.0516	1.0516.3	Michael Henshaw	N/A	N/A	N/A	B, G, N	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration of current traffic problems. Lack of current infrastructure. Loss of farmland. No consideration for biodiversity. No public consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport

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1.0517	1.0517.1	Dana Aucott	N/A	N/A	N/A	G, K, O	HSG3	Local Plan	No	No	No	No	N/A	Roads will not cope with the increase in traffic.	Ensure the infrastructure is in place to support the housing.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0517	1.0517.2	Dana Aucott	N/A	N/A	N/A	G, K, O	HSG9	Local Plan	No	No	No	No	N/A	Roads will not cope with the increase in traffic.	Ensure the infrastructure is in place to support the housing.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0517	1.0517.3	Dana Aucott	N/A	N/A	N/A	G, K, O	HSG10	Local Plan	No	No	No	No	N/A	Roads will not cope with the increase in traffic.	Ensure the infrastructure is in place to support the housing.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0518	1.0518.1	Emily Aucott	N/A	N/A	N/A	F, O	HSG3	Local Plan	No	No	No	No	N/A	Roads will not cope with the increase in traffic.	Build smaller towns somewhere else.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0518	1.0518.2	Emily Aucott	N/A	N/A	N/A	F, O	HSG9	Local Plan	No	No	No	No	N/A	Roads will not cope with the increase in traffic.	Build smaller towns somewhere else.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
1.0518	1.0518.3	Emily Aucott	N/A	N/A	N/A	F, O	HSG10	Local Plan	No	No	No	No	N/A	Roads will not cope with the increase in traffic.	Build smaller towns somewhere else.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0519	1.0519.1	Carolyn Cox	N/A	N/A	N/A	D, F, I	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0519	1.0519.2	Carolyn Cox	N/A	N/A	N/A	D, F, I	HSG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.

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1.0519	1.0519.3	Carolyn Cox	N/A	N/A	N/A	D, F, I	HSG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
1.0520	1.0520.1	Michael Whyman	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Nuneaton should not take the housing burden. Use of the A444 for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth
1.0520	1.0520.2	Michael Whyman	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Nuneaton should not take the housing burden. Use of the A444 for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The settlement hierarchy reflects the level of service provision within
1.0520	1.0520.3	Michael Whyman	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Nuneaton should not take the housing burden. Use of the A444 for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest.
1.0521	1.0521.1	David Oddy	N/A	N/A	N/A	F, O	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. Footpath loss.	Nuneaton should not carry the housing load.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0522	1.0522.1	Caroline Woodward	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Concern over the use of greenbelt. Concern over lack of infrastructure and over population.	Nuneaton should not carry the housing load.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough.
1.0522	1.0522.2	Caroline Woodward	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Concern over the use of greenbelt. Concern over lack of infrastructure and over population.	Nuneaton should not carry the housing load.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.

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C-0523	C-0523.3	Caroline Woodward	N/A	N/A	N/A	F	HG10	Local Plan	No	No	No	No	N/A	Concern over the use of greenbelt. Concern over lack of infrastructure and over population.	Nuneaton should not carry the housing load.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for HSG1 strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
C-0523	C-0523.1	Patricia Holt	N/A	N/A	N/A	N/A	HG3	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the Addd for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan has been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0523	C-0523.2	Patricia Holt	N/A	N/A	N/A	N/A	HG9	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the Addd for access.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), in published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
C-0523	C-0523.3	Patricia Holt	N/A	N/A	N/A	N/A	HG10	Local Plan	No	No	No	No	N/A	Use of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation.	Nuneaton should not take the housing burden. Use of the Addd for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
C-0524	C-0524.1	Phil Davies	N/A	N/A	N/A	F, G, O	HG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Use of the Addd for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth
C-0524	C-0524.2	Phil Davies	N/A	N/A	N/A	F, G, O	HG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Use of the Addd for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The settlement hierarchy reflects the level of service provision within
C-0524	C-0524.3	Phil Davies	N/A	N/A	N/A	F, G, O	HG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Use of the Addd for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest.

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C-0525	C-0525.1	Rita Davies	N/A	N/A	N/A	F, G, O	HG3	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The settlement hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth
C-0525	C-0525.2	Rita Davies	N/A	N/A	N/A	F, G, O	HG9	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The settlement hierarchy reflects the level of service provision within
C-0525	C-0525.3	Rita Davies	N/A	N/A	N/A	F, G, O	HG10	Local Plan	No	No	No	No	N/A	No consideration of current traffic problems. No consideration for biodiversity. Overloading Nuneaton with housing.	Use of the A444 for access to Coventry.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest.
C-0526	C-0526.1	Patricia Lawior	N/A	N/A	N/A	F	HG3	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. Impact on biodiversity	Use of brownfield over greenfield. Nuneaton not to take the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements
C-0526	C-0526.2	Patricia Lawior	N/A	N/A	N/A	F	HG9	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. Impact on biodiversity	Use of brownfield over greenfield. Nuneaton not to take the housing burden.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), in published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
C-0526	C-0526.3	Patricia Lawior	N/A	N/A	N/A	F	HG10	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. Impact on biodiversity	Use of brownfield over greenfield. Nuneaton not to take the housing burden.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
C-0527	C-0527.1	Keith Lawior	N/A	N/A	N/A	F	HG3	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. Loss of farmland.	No development on greenfield.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-H see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
E-0527	E-0527.2	Keith Lawlor	N/A	N/A	N/A	F	HG10	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. Loss of farmland.	No development on greenfield.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
E-0527	E-0527.2	Keith Lawlor	N/A	N/A	N/A	F	HG9	Local Plan	No	No	No	No	N/A	Loss of greenbelt land. No consideration given to traffic. Impact on the infrastructure. No consultation. Loss of farmland.	No development on greenfield.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first
E-0528	E-0528.1	Margaret Preedy	N/A	N/A	N/A	G	HG3	Local Plan	No	No	No	No	N/A	No use of brownfield, use of greenfield. No consideration of traffic problems. Overstretched infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements.
E-0528	E-0528.2	Margaret Preedy	N/A	N/A	N/A	G	HG9	Local Plan	No	No	No	No	N/A	No use of brownfield, use of greenfield. No consideration of traffic problems. Overstretched infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the delivery of infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are
E-0528	E-0528.3	Margaret Preedy	N/A	N/A	N/A	G	HG10	Local Plan	No	No	No	No	N/A	No use of brownfield, use of greenfield. No consideration of traffic problems. Overstretched infrastructure.	Nuneaton should not take the housing burden. Use of the A444 for access.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
E-0529	E-0529.1	Jane Wellings	N/A	N/A	N/A	F	HG3	Local Plan	No	No	No	No	N/A	No consideration of community facilities. Major effect of the volume of traffic effecting the towns.	Use of the A444 for access to Coventry and for development.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
E-0530	E-0530.1	Peter Wellings	N/A	N/A	N/A	F	HG3	Local Plan	No	No	No	No	N/A	No consideration of community facilities. Major effect of the volume of traffic effecting the towns.	Use of the A444 for access to Coventry and for development.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
1.0531	1.0531.1	Ian Wellings	N/A	N/A	N/A	F	HSG3	Local Plan	No	No	No	No	N/A	Use of greenbelt areas over brownfield. Current infrastructure overstretched. Already many houses.	Use of the A444 for access to Coventry and for development.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0532	no rep for this reference															
1.0533	1.0533.1	Maureen Parish	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	Yes	To speak of objections	Objects to the Plan. Area not suitable for development. Current traffic congestion. Currently a semi-rural area.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
1.0534	1.0534.1	Paul Allsopp	N/A	N/A	N/A	O	HSG5	Local Plan	No	No	No	Yes	I wish to take part to backup my statement	There is no adequate Habitats Regulations Assessment. This is a historic site with an ancient hedgerow and stream. There are a variety of trees and also great crested newts, frogs, white clawed crawfish, field mice, herons, hawks and woodpeckers.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
1.0534	1.0534.2	Paul Allsopp	N/A	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	Yes	I wish to take part to backup my statement	The sustainability appraisal report is not adequate.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees.
1.0535	1.0535.1	Terry Barnett	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	The air quality in Wheelwright Lane is also an issue. There are accidents frequently at the winding house lane junction and the traffic is already chaotic.	It would help the situation if Burbages Lane was re-opened to through traffic.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0536	1.0536.1	Diane Bell	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	Yes	I have grave concerns regarding access to theses sites and the potential dangers this presents to drivers and pedestrians.	Further development of this area will lead to (predicted) urban mass with no boundary between Coventry, Exhall and Ash Green. Development will put an additional pressure on parking. The junction is on a dangerous bend. Surface drainage will be reduced and the risk of flooding will increase.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest
1.0537	1.0537.1	Mr. and Mrs. Adams	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	N/A	N/A	We object to any development in our area	N/A	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option.
1.0538	1.0538.1	J G Bennett	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	N/A	N/A	Current traffic is already a problem and has risen considerably over the years	Before building any more houses priority should e given first to address the traffic problem and excessive spending.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,

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1.0539	1.0539.1	June Berrow	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	I wish to be represented by the Woodlands Action Group	Very concerned about flood risk at Delamere Road and Croft Pool. Newtown Road is already congested at all times and any increase would be a nightmare.	N/A	In regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic and flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict
1.0540	1.0540.1	Averil Bonsor	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	The well being of all the residents of the Borough should be taken into account before any more houses and industrial sites are developed. There would also be an increase of at least 27,000 cars, an average of two cars per dwelling, which in turn increases pollution. The increase in pollution with create an increasingly unhealthy area. Every aspect of the infrastructure and services in the Borough cannot cope with the present population, let alone another increase. The Hospital Lane site is Farmed, Green Belt Land. Although it floods badly in winter, it does what Green Belt Land is supposed to do and should be retained.	Before any further development takes place in the Bedworth West and Heath areas, a major road re–adjustment in Newtown Road needs to be undertaken, with the provision of a roundabout, to feed traffic onto the Bypass towards Nuneaton	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects
1.0541	1.0541.1	P Bristow	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	I am concerned about pollution from the site, additional traffic, noise levels and damage to wildlife.	N/A	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment
1.0542	1.0542.1	T Brown	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	Object to the building of an industrial site on green field land. The wide variety of wildlife on site will be obliterated. The allocation will create noise and air pollution issues.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by
1.0543	1.0543.1	Butler	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317 - Issues of traffic congestion and road safety with a number of schools nearby.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0544	1.0544.1	Glyn Carvell	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	There are brownfield sites elsewhere which could be built on. The infrastructure in the area will not cope, the area already suffers congestion. Greenbelt land is already being eaten up too quickly, we cannot afford to loose more.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Furthermore, any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of
1.0545	1.0545.1	Mr & Mrs Aaron	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	Woodlands land HSG4 is greenbelt and should not be used for housing due to the implications on the environment. Air pollution from additional cars/vans and bikes would have serious implications should this proposal be approved.	N/A	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. Individual applications will be required to provide appropriate

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1.0546	1.0546.1	Karen Cole	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	Understands the need for new houses but doesn't understand why road infrastructure does not improve congestion at Coventry Road crossroads which is already problematic.	Green belt should be used as a last resort but road infrastructure should be consistent too.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
1.0547	1.0547.1	Jamie and Vanessa Creed	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	Increase population means more traffic in an area which cannot logically support what is already there. The schools/doctors are also already at capacity.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0547	1.0547.2	Jamie and Vanessa Creed	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	No need for new industrial units and the additional traffic it would bring. There are many existing empty units in Bayton Road.	N/A	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The Employment Land Review (2016) included an assessment of all existing and proposed land for employment uses in the Borough. The Review identified a number of potential sites and provided details on the availability and deliverability of each site. The Borough Council considered the findings of the Review together with other planning considerations and identified a total of 98.6ha of employment land. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of
1.0548	1.0548.1	Tony Deren	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	Yes	I wish to speak at the examination	Noise pollution from the M6 motorway already has an impact on existing residents not to mention the impact it would have on the new residents located closer to the motorway. Traffic volume levels are increasing in the area as is the noise levels. The field in front of School Lane should be left as Green Belt.	The field in front of School Lane should be left as Green Belt.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0548	1.0548.2	Tony Deren	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	Yes	I wish to speak at the examination	There is already air pollution with the existing industrial estate at Bayton Road, another industrial estate nearby would only add to these problems and create more health hazards to residents.	N/A	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
1.0549	1.0549.1	Dorothy Goodwin	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	Yes	I wish to speak at the examination	Lack of consultation. No consideration for education spaces or capacity at doctors surgeries and hospitals. Our greenspaces are being depleted as is our wildlife.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The Council acknowledges that additional infrastructure will be required to support new planned development. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0550	no rep for this reference															
1.0551	1.0551.1	Roger Griffiths	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	Area already suffers from traffic congestion. There are also air pollution issues in the area and the council have done nothing to tackle the noise pollution from the M6 and A444.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,

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1.0552	1.0052.1	Mervin, Jane and Keith Harris	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	There are already traffic issues in the area. Greenbelt land should be kept and build on brown field sites only.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0553	1.0053.1	Karen Hazelton	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317- This proposal would add to existing traffic problems in the area and take valuable greenbelt land.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt or towards locations beyond the outer Green Belt boundary. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire.
1.0554	1.0554.1	Janice Hazleton	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317- Land is part of the green belt and should remain. The area has existing traffic issues and if increased it would be a total nightmare.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt or towards locations beyond the outer Green Belt boundary. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire.
1.0555	1.0551.1	Dorothy Hazleton	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317-Agree with Cllr. Pete Gilbert's comments. Traffic is horrendous at peak times.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0556	1.0556.1	Laxmi Aggarnal	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	Agree with Cllr Seb Gran/ Pete Gilbert. Additional housing will put a lot of pressure on schools and surgeries. It will also cause more traffic and concerns around safety for elderly.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. Furthermore, any planning application
1.0557	1.0557.1	Jordan Hurley	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317- Local Roads not suitable for traffic increase. Protect the greenbelt.	Traffic calming required for the safety of children. No building on greenbelt land with all brownfield sites to be used. No sustainable infrastructure plan.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt or towards locations beyond the outer Green Belt boundary. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire.
1.0558	1.0558.1	Jennifer Hurley	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317- Too many accidents on local roads without traffic increase. Protect the greenbelt, destruction of the local environment will be detrimental to the residents health and safety.	Traffic calming required for the safety of children.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt or towards locations beyond the outer Green Belt boundary. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire.

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1.0559	1.0059.1	John Hurley	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317- Protect the greenbelt. Problems on A444 and M6 is already increasing such as congestion, noise and air pollution without additional traffic of new housing and industrial units in Bowling Green Lane.	Wheelwright Lane/Ash Green lane has 4 schools and needs traffic calming measures.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt or towards locations beyond the outer Green Belt boundary. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire.
1.0560	1.0560.1	Stewart Hussey	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	Agree with Cllr. Bhagwant Pandher's points. The proposals are not sustainable. Development on the Green Belt is unjustifiable.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications.
1.0561	1.0561.1	Jeff Langbridge	N/A	N/A	N/A	O	HSG6	Local Plan	No	No	No	No	N/A	Exceptional circumstances have not been demonstrated in accordance with case law and policy, building on the Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council do not have the support of local people. Green belt is supposed to prevent urban sprawl.	Nothing the council can do.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning
1.0561	1.0561.2	Jeff Langbridge	N/A	N/A	N/A	O	HSG4	Local Plan	No	No	No	No	N/A	Consultation was not adequate. HSG4 is a unique and historical area with significance to the borough. The site has flood issues. Lack of infrastructure planned for the additional traffic, in an area which is already heavily congested. Increase in pollution. Green belt should only be used as a last resort after all brownfield sites and housing density have been considered.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. NBBC also undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest
1.0562	1.0562.1	Mr. Mrs Lenton	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	Issues of extra traffic. There are not enough doctors, dentists, schools and other faculties to come with the existing demand. Why should we help out Coventry to the detriment of Nuneaton and Bedworth?	N/A	It should be noted that the Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic
1.0562	1.0562.2	Mr. Mrs Lenton	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	Issues of extra traffic with far more heavy goods vehicles on the roads nearby schools. Why should we help out Coventry to the detriment of Nuneaton and Bedworth?	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0563	1.563.1	Kate Naismith	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	We do not need more houses, we have a quiet estate and want to keep out greenbelt and our privacy. This will be a nightmare if it goes ahead.	N/A	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.

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1.0564	1.564.1	Jon Philips	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	I regularly use this designated area for walking. It is important for me to have this nearby green space for recreation, health and nature. Any development would be a detriment and would also impact local traffic which is already often at a standstill at peak times.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
1.0565	1.0565.1	John Pollock	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	Extra housing not needed for Nuneaton and Bedworth residents.	N/A	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to the Coventry 'shortfall'. This represents an 'under-supply' of 2,092 compared to the target figure for Nuneaton and Bedworth Borough set out in the Memorandum of Understanding.
1.0566	1.0566.1	Leslie Pralt & Michael Pralt	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317- Concerns on the increase in traffic. Little consideration has been given to the children using Wheelwright Lane and Ash Green Lane. Logistically we do not think enough consideration has been given to these plans.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0567	1.0567.1	John Reed & Alex Reed	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	These houses are part of the overspill of Coventry and not the requirements of our local community. Issues include loss of habitat for wildlife, removal of trees, added traffic and air pollution impacting on peoples health. New houses should be built in city centres and brownfield sites not green belts.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth
1.0568	1.0568.1	David Rouse	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	N/A	I fully support all the points set out in this leaflet, particularly the contention that the intrinsic character of the woodlands could be lost forever if the plan as currently proposed is adopted.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as NE1, NE2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Landscape and Visual Impact Assessments). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
1.0569	no rep for this reference															
1.0570	1.0570.1	Mr. and Mrs Sanders	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	We strongly object to the development on the Woodlands due to issues of flood risk, the culvert in cross pool is not big enough to take anymore water including that of the Woodlands.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals.
1.0571	1.0571.1	Sarrides / McKenna	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	Extremely concerned at the prospect of the increase in traffic outside out property and the danger risk it poses in air pollution. The development that is proposed will place severe impact on the area for residents and the environment in general.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.

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1.0572	1.0572.1	John & Anne Simmons	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	No consideration in place for education in our over subscribed schools and the safety of children travelling to and from school. Issues of increasing traffic and congestion.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consulters. In preparing the Plan, NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications on local education provision, and the level of necessary requirements. As detailed in the IDP, there is a need for expansion of facilities as well as the provision of new facilities to meet the growth requirements proposed within the Borough. This will be achieved through development contributions to the expansion of existing school facilities, or the development of new facilities on the strategic sites. The developers of each of the strategic allocations will be encouraged to engage in dialogue early with the Local Education Authority (WCC) to determine what level of financial contributions will be required to bring forward these requirements.
1.0573	no rep for this reference															
1.0574	1.0574.1	Christine Smith	N/A	N/A	N/A	Q	Entire Plan	Local Plan	No	No	No	No	N/A	Inadequate sustainability report based on many assumptions. Habitats Regulation Assessment does not address legally protected species impact on proposals. Community involvement not documented.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Furthermore, a Statement of Community Involvement (SCI) was adopted in 2015, which sets out how the council will engage with the community, statutory consultees and other stakeholders who have an interest in the development of the Borough during the Local Plan preparation process. The SCI is available in a range of formats, and is listed alongside Borough Plan Publication Consultation documents on the Council's website.
1.0575	1.0575.1	Elizabeth Smith	N/A	N/A	N/A	F	HSG9	Local Plan	No	No	No	No	N/A	Uses green belt land when we still have brown belt available to use. No consideration to the current traffic issues. Will cause environmental damage and loss of recreational areas. Not enough school or doctor spaces and the current hospital may close or be limited. Inadequate consultation.	There are not enough jobs in the town to warrant an increase in its size, most people already have to commute to Birmingham, Leicester and Coventry.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of
1.0575	1.0575.2	Elizabeth Smith	N/A	N/A	N/A	F	HSG10	Local Plan	No	No	No	No	N/A	Uses green belt land when we still have brown belt available to use. No consideration to the current traffic issues. Will cause environmental damage and loss of recreational areas. Not enough school or doctor spaces and the current hospital may close or be limited. Inadequate consultation.	There are not enough jobs in the town to warrant an increase in its size, most people already have to commute to Birmingham, Leicester and Coventry.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car
1.0576	1.0576.1	Matthew Sparrow	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	I wish to be represented by the Woodlands Action Group	I don't agree with the Woodlands being built, with more countryside being lost to future generation. There is already enough empty houses. Any more will ruin scenery and create more traffic for Bedworth.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2,) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any
1.0577	1.0577.1	P S Sparrow	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	I wish to be represented by the Woodlands Action Group	I often walk my dogs at the woodlands to distress. I will be devastated if it goes ahead.	N/A	It should be noted that the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development.
1.0578	1.0578.1	Michael Sparrow	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	I wish to be represented by the Woodlands Action Group	Save the countryside at the Woodlands for future generations.	N/A	It should be noted that the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development.
1.0579	1.0579.1	Janet Sparrow	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	N/A	Lack of consultation and have let residents down by including the Woodlands as an allocation in the Borough Plan. The Woodlands area is an historic area of beauty and is the last remaining area of Bedworth like this. The area is flooded on many occasions and development here would also result in the loss of wildlife habitat. The area could not cope with extra cars. The existing traffic already poses health risks with a number of accidents in the area.	Woodlands should be retained	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North

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1.0580	1.0580.1	T G Taylor	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	N/A	NUN286/NUN317- Concerns on the increase in traffic as the existing situation is hazardous.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0580	1.0580.1	T G Taylor	N/A	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	We object to the inclusion of Leyburn Close as one of 5 road links to the development of housing at HSG9. Leyburn close is a cul-de-sac of 13 homes accessed by a road of 5.1 metres width with no pavements or verges. The development land immediately adjacent to Leyburn Close has been deemed to be of high flood risk. Our knowledge is that the frequency with which this land floods is far greater than once in every thirty years as indicated within the document. We wish to raise and seek answers to the following: What is meant by secondary access? What is the purpose of access through Leyburn Close? Why is it deemed necessary to have 5 access roads to this development? What alterations would be required to Leyburn Close for it to meet Highway Agency standards for its intended purpose? What flood defences would have to be put in place to prevent increased risk of properties in the close?	Leyburn Close should not be included as one of 5 road links to the development of housing at HSG9.	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development
1.0581	1.0581.1	Barbara Wallace	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	Yes	I am happy to be represented by colleagues but am willing to speak if required.	NUN286/NUN317- The fact that additional housing on Burbages Lane is not part of the long term strategic plan, yet has implications for existing residents in relation to traffic. This can have an impact on safeguarding children attending Wheelwright Lane School which makes it all the more unacceptable.	The lack of development upon the old site of Ash Green Club on Ash Green Lane which is now an eyesore would suggest a lack of need for more housing. Burbages Lane development could be relocated.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0582	1.0582.1	Keith Wallace	N/A	N/A	N/A	N/A	DS5	Local Plan	No	No	No	No	I am happy to be represented by the Woodlands Action Group	NUN286/NUN317- Ash Green should not factor the allocation of housing for Coventry. It is unfair and unjust to suggest any release of greenbelt land for housing. The suggestion of additional, unnecessary building	N/A	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
1.0583	1.0583.1	Marion Welton	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	Agree with Cllr. Seb Gran's leaflet. We should be able to walk on the nature trail and take delight of the wildlife. This is supposed to be green pleasant land not a concrete jungle.	N/A	It should be noted that the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development.
1.0584	1.0584.1	M Whitcroft	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	Extra traffic would be horrendous and very dangerous to safety and public health.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Also, any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2,) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted to guide development proposals and requirements for
1.0585	1.0585.1	M Wileman	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	A great deal of building has already taken place in close proximity to the Hospital Lane area in recent years. The areas intrinsic character and beauty should be protected and greenbelt maintained. Local bus routes have been revised and local roads already suffer congestion. Social infrastructure of local schools are struggling to provide enough school spaces.	N/A	In line with the NPPF, the Borough Plan adopts a brownfield first approach. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road

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1.0586	1.0586.1	C Wilson	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	The doctors and schools in the area do not have capacity for more people. The roads will not cope with the increase of HGVs and the roads are not wide enough. Children that walk to Ash Green School would be put in danger. This area along with HSG5 has existing flood issues.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0586	1.0586.2	C Wilson	N/A	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	No	N/A	The roads will not cope with the increase of HGVs and the roads are not wide enough. This area along with HSG4 has existing flood issues.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Also, any transport
1.0586	1.0586.3	C Wilson	N/A	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	No	N/A	The roads will not cope with the increase of HGVs and the roads are not wide enough. Children that walk to Ash Green School would be put in danger.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0587	no rep for this reference															
1.0588	1.0588.1	Peter Denny	35 Cleveland Road Bulkington CV12 9PH	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	No	N/A	Insufficient infrastructure to support traffic and increased housing.	Reinstate the 2 way road. Sort out parking and local services.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0589	1.0589.1	Roy Selby		N/A	N/A	N/A	HSG3	Local Plan	N/A	N/A	N/A	No	N/A	Destruction of greenbelt. Insufficient road structure. No increase in infrastructure. Insufficient parking.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0590	1.0590.1	pam Selby		N/A	N/A	N/A	HSG3	Local Plan	N/A	N/A	N/A	No	N/A	Destruction of greenbelt. Insufficient road structure. No increase in infrastructure. Insufficient parking.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements
1.0591	1.0591.1	Margaret Farndon		N/A	N/A	P	HSG3	Local Plan	N/A	N/A	N/A	No	N/A	Infrastructure will be unable to cope with increased development.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
1.0592	1.0592.1	James Weir		N/A	N/A	R	HSG3	Local Plan	N/A	N/A	N/A	No	N/A	No consultation.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0593	1.0593.1	Wendy French		N/A	N/A	Q	HSG3	Local Plan	N/A	N/A	N/A	No	N/A	Insufficient consultation.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.

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1.0594	1.0594.1	Mrs. Jean Lawson	N/A	N/A	N/A	O	HSG10	Local Plan	No	No	No	No	N/A	Use of green belt land, and omission of Brownfield sites. No consideration of current or future traffic problems. No consideration of Community Facilities i.e. schools, doctors etc. Seem to be overloading Nuneaton compared with other Warwickshire towns. No consideration for the environment and recreational issues. Traffic and highway safety concerns over use of Wentworth Drive as access. No consideration to A444 as an access.	Access arrangements should be reconsidered. Consideration should be given to A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
1.0595	1.0595.1	Mr. Jack Lawson	N/A	N/A	N/A	F, O	HSG10	Local Plan	No	No	No	No	N/A	Use of green belt land, and omission of Brownfield sites. No consideration of current or future traffic problems. No consideration of Community Facilities i.e. schools, doctors etc. Seem to be overloading Nuneaton compared with other Warwickshire towns. No consideration for the environment and recreational issues. Traffic and highway safety concerns over use of Wentworth Drive as access. No consideration to A444 as an access.	Access arrangements should be reconsidered. Consideration should be given to A444.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport
1.0596-1.0609	no rep for this reference															
1.0610	1.0610.1	V Dudley	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	The Woodlands is Bedworth's last area of greenfields. Current traffic and road problems. Increase in pollution.	Look at other parts of the country. Possible to follow the Milton Keynes plan.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure
1.0611	1.0611.1	Martin Sulzan	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A
1.0612	1.0612.1	Patrick Murfin	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	Current problem with flooding in Delamere Road. This will get worse with increased development.	N/A	The NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. Furthermore, the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such
1.0613	1.0613.1	Steven Pointon	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	N/A	N/A	Yes	To represent the Woodlands Action Group	Highway and transport issues causing an increase in car parking problems. No capacity in current infrastructure. Building on greenfield.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
1.0613	1.0613.2	Steven Pointon	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	N/A	N/A	Yes	To represent the Woodlands Action Group	Highway and transport issues due to access. Increase in danger to the school children. Bridge unable to take the weight of the traffic.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.0613	1.0613.3	Steven Pointon	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	Yes	To represent the Woodlands Action Group	Flooding and sewerage issues	N/A	The NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. Furthermore, the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such
1.0614	1.0614.1	Dave Walker	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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1.0615	1.0615.1	K J Crutchlow	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	N/A	N/A	N/A	N/A	The site is crossed by high voltage national grid pylons and public footpaths. Impact on local environment.	N/A	Planning applications will need to be accompanied by detailed assessments and will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
1.0616	1.0616.1	Eve Hartley & Kevin Marshall	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	Yes	N/A	Current traffic problems. No housing development at Woodlands. Inappropriate proposals.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory
1.0617	1.0617.1	Keith Broverton	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	Yes	N/A	Great extent of impact on the borough. Current traffic congestion. Requires an increase in facilities. use of greenbelt land.	Consider the use of empty units and other undeveloped land.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0618	1.0618.1	Andrew Frost	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Reduction in rural areas. Loss of wildlife. Loss of interaction with the countryside.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate
1.0619	1.0619.1	Alan Marshall	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	N/A	N/A	No	N/A	Concern over HGV traffic using School Lane and Bowling Green Lane. School adjacent to the proposed development.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites Any planning application for the development of the strategic allocations will need to be supported by a
1.0620	1.0620.1	Roy Sayer	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	Woodlands should be put back in the greenbelt. Insufficient infrastructure.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
1.0621	1.0621.1	Mr R Litwin	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	Yes	N/A	Abide by all regulations and procedures, formalities and concerns of Bedworth residents. Current traffic congestion.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.

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C-0622	C-0622-1	Diane Byrne	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	No	N/A	Insufficient infrastructure to support proposed development. Increase in traffic and pollution.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted to guide development
C-0623	C-0623-1	Deana Howe	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	N/A	N/A	N/A	Maintain the green area of the woodlands for the health and well being of residents.	The policies in the Borough Plan well protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
C-0624	C-0624-1	Mrs D C Bisp	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	No	N/A	Increase in vehicles. No restrictions. No dog warden. No road sweeping.	N/A	In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted to guide development proposals and requirements for necessary infrastructure contributions.
C-0625	C-0625-1	C Bisp	N/A	N/A	N/A	N/A	HG15	Local Plan	N/A	N/A	N/A	Yes	Represent the Woodlands Action Group	Impact upon Elliot Gardens. Increase in HGVs.	N/A	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan well protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. In terms of the potential traffic impact, all proposed strategic and employment allocations within the Borough
C-0626	C-0626-1	Lee Nolan	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	Yes	N/A	Object to the increase in houses on greenbelt land. Impact on biodiversity, pollution, air pollution and increase in traffic.	No increase in development.	Policies DS2 and DS5 direct development to existing urban areas within the Borough fort, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The HG14 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted to guide development proposals and requirements for necessary infrastructure
C-0627	C-0627-1	Natalie Laffifan	N/A	N/A	N/A	N/A	HG15	Local Plan	N/A	N/A	N/A	Yes	N/A	N/A	N/A	N/A
C-0628	C-0628-1	Reginald Brandist	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	No	N/A	N/A	Use land that already has planning permission.	Policies DS2 and DS5 direct development to existing urban areas within the Borough fort, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
C-0629	C-0629-1	Terry J Payne	N/A	N/A	N/A	N/A	HG14	Local Plan	N/A	N/A	N/A	Yes	N/A	Improved infrastructure such as roads, schools, doctors. Traffic problems will increase	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
C-0630	C-0630-1	Mr & Mrs Al Ricketts	N/A	N/A	N/A	N/A	HG15	Local Plan	N/A	N/A	N/A	N/A	N/A	Concern about traffic in the area. Lack of infrastructure. Impact on the environment, biodiversity and flooding	N/A	The existing situation is noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development mitigation, were also taken into consideration when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and health care, and to consider the requirements for necessary improvements and mitigation.

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1.0631	1.0631.1	Paul McKenna	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	Concern at the amount of houses that are proposed. Increased congestion. Flood risk area	Use of brownfield sites.	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. Furthermore, the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding and highways impact. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not
1.0632	1.0632.1	Mr & Mrs RW Adams	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Current infrastructure cannot cope with more houses being built. Flood risk area.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including flood risk and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. In terms of the potential traffic impact, all proposed strategic and employment allocations have
1.0633	1.0633.1	E M Kilburn	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Current traffic congestion. Building on a flood plain. Current crowded health care centre.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
1.0634	1.0634.1	J Williams	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	Current traffic issues.	No additional cars needed.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Furthermore, any transport
1.0635	1.0635.1	George Getlevog	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	Yes	N/A	Increase in traffic and HGVs using Heath Road especially at night.	Incorporate a new relief road to the A444 north with link to Sorrel Lane.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Furthermore, any transport
1.0636	1.0636.1	Lynn & Neil Claybrook	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	Object to building on the greenbelt. Loss of green space and greenbelt. Building on a flood plain. Current infrastructure over stretched.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development.
1.0637	1.0637.1	Mr & Mrs Lowe	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Increase in people pressure around The Nook through increase in housing. Impact on biodiversity. Reduction of open countryside. Sustainability not achieved in the current proposals.	N/A	The comments are noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE1, NE2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Landscape and Visual Impact Assessments, Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.

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1.0638	1.0638.1	Ian J	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	No	N/A	Too many houses proposed. Infrastructure will not cope.	N/A	The existing situation is noted and acknowledged. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory
1.0639	1.0639.1	Gillian & Dennis Wellard	N/A	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	Impact on existing residents. Noise and pollution. Not justified, sound or positively prepared. Not effective use of land. Current roads under stress. Flood risk area with recent flooding. Impact on biodiversity. Refuse proposals.	Use brownfield over greenbelt.	The existing situation is noted and acknowledged. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Furthermore, any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment). The statutory consultees will also be consulted in relation to any development
1.0640	1.0640.1	Mrs. June Cooper	N/A	N/A	N/A	P	Entire Plan	Local Plan	No	No	No	No	N/A	Very little consultation information provided.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Furthermore, consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0641	1.0641.1	Mr. Brian Cooper	N/A	N/A	N/A	P	Entire Plan	Local Plan	No	No	No	No	N/A	Very little consultation information provided.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Furthermore, consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
1.0642	1.0642.1	Glenda Wawrcyniak	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	The erosion of the Countryside is a disgrace and should be stopped and saved for future generations.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
1.0643	1.0643.1	Mr and Mrs Cooke	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	Poor Consultation. Impact on wildlife and the Countryside.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
1.0644	1.0644.1	Leighton Parr	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	The houses proposed are unaffordable for the majority of existing residents. No need for this quantum of housing.	N/A	Through Objective 4 and Policy H1 (Range and Mix of Housing) the Borough Plan seeks to ensure that the size, type and mix of housing provided meets the specific needs of the Borough, as identified by the SHMA and characteristics of the surrounding area, or in response to an identified local need. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
1.0645	1.0645.1	Leanne Durnford	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	Loss of green field, there are brown field sites which should be used first. There is an overestimation of the quantity of housing needed and there was a lack of consultation. House prices will also be significantly reduced.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Any impact on house prices is not

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1.0646	1.0646.1	Mr Mark Jackson	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	Insufficient infrastructure to accommodate the demand likely to arise from this development (including highway related issues).	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0647	1.0647.1	Mr Philip Barry	N/A	F	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	No consideration for current traffic problems.	A444 should be used.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0647	1.0647.2	Mr Philip Barry	N/A	F	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	No consideration for current traffic problems.	A444 should be used.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0647	1.0647.3	Mr Philip Barry	N/A	F	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	No consideration for current traffic problems.	A444 should be used.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
1.0648	1.0648.1	Mrs Ann Barry	N/A	F	N/A	N/A	HSG3	Local Plan	No	No	No	No	N/A	Overloading Nuneaton.	A444 should be used.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and
1.0648	1.0648.2	Mrs Ann Barry	N/A	F	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	Overloading Nuneaton.	A444 should be used.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and
1.0648	1.0648.3	Mrs Ann Barry	N/A	F	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	Overloading Nuneaton.	A444 should be used.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and

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1.0649	1.0649.1	Mr Graham Fielder	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Insufficient infrastructure to accommodate the demand likely to arise from this development (including highway related issues).	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any development proposals will need to
1.0650.	1.0650.1	Walter Dick	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	Traffic congestion on top of nearby motorway traffic will make our lives hell. As a long term resident of this area it would be nice to continue to enjoy the wildlife and rural activities that we currently enjoy. We wish for School Lane to retain a raven for people to live and bring up families in a traditional way. That is that Children will see life as it is meant to be not a restricted housing JUNGLE. I am against the building of more house sin School Lane because of the increase in traffic and air pollutions. Furthermore the loss of Green Belt land. I am also against development to our way of life style because of the noise, pollution and traffic access for emergency vehicles.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the
1.0651	1.0651.1	Kyle Evans	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	Yes	N/A	When it came to some of the consultation drop-in events for example the one at Newdigate School, some residents affected by the Borough Plan only received a letter informing them of the event a few hours before hand. This in my opinion does not make the consultation sound as residents have not received a proper consultation.	N/A	Noted. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), and the published Statement of Community Involvement 2015. This includes adherence to the minimum requirement for 6 weeks public consultation.
1.0652	1.0652.1	John Tyler	N/A	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	No	N/A	Schools and the NHS and road systems could not cope with additional number of houses in the area.	N/A	In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the
1.0653	1.0653.1	Anthony Jones	N/A	N/A	N/A	N/A	HSG7/HSG8	Local Plan	N/A	No	N/A	No	N/A	There will be 1050 additional cars on the roads. The road can hardly cope 2100 people - the existing Doctors surgeries are at capacity	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation requirements of the Borough Plan have been informed by
1.0653	1.0653.2	Anthony Jones	N/A	N/A	N/A	N/A	HSG7/HSG8	Local Plan	N/A	No	N/A	No	N/A	The land between Severn Road and the railway bridge is fertile land and should be left as agricultural Each house creates surface water and the area is currently subject to flooding	N/A	With regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The
1.0654	1.0654.1	Rachel Broomfield	N/A	N/A	N/A	N/A	HSG7/HSG8	Local Plan	N/A	No	N/A	No	N/A	Do not feel developments in Bulkington are justified or meet the infrastructure requirements Don't believe housing need has risen from 3000 in 2010 to 14500 in 2016. Brownfield land in Coventry should be used first	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has
1.0654	1.0654.2	Rachel Broomfield	N/A	N/A	N/A	N/A	H3	Local Plan	N/A	No	N/A	No	N/A	The Council also needs to advise the public as to the whereabouts of the new traveller sites	N/A	Local Plan Policy H3 sets out the Borough's commitment to identifying suitable strategic sites for Gypsies and Travellers. Specifically, this will be set out further in a separate Gypsy and Travellers Site Allocations Plan for a period of 2016/2017 to 2031/2032.
1.0654	1.0654.3	Rachel Broomfield	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	No	N/A	No	N/A	The Council are in danger of breaching all public agreements by	N/A	The comments relating to the adequacy of public
1.0655	1.0655.1	Nicholas Broomfield	N/A	N/A	N/A	N/A	HSG7/HSG8	Local Plan	N/A	No	N/A	No	N/A	Do not feel developments in Bulkington are justified or meet the infrastructure requirements	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's needs in full. It
1.0655	1.0655.2	Nicholas Broomfield	N/A	N/A	N/A	N/A	H3	Local Plan	N/A	No	N/A	No	N/A	The Council also needs to advise the public as to the whereabouts of the new traveller sites	N/A	Local Plan Policy H3 sets out the Borough's commitment to identifying suitable strategic sites for Gypsies and Travellers. Specifically, this will be set out further in a separate Gypsy and Travellers Site Allocations Plan for a period of 2016/2017 to 2031/2032.
1.0655	1.0655.3	Nicholas Broomfield	N/A	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	No	N/A	No	N/A	The Council are in danger of breaching all public agreements by	N/A	The comments relating to the adequacy of public
1.0656	1.0656.1	Anthony Jackson	N/A	N/A	N/A	N/A	HSG7/HSG8	Local Plan	N/A	No	N/A	No	N/A	No firm commitment to upgrade infrastructure including access road, sewage and amenities, pressure on living standards of residents.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough. The policies and allocation
1.0657	1.0657.1	Rodney Selby	N/A	N/A	N/A	N/A	HSG7/HSG8	Local Plan	N/A	No	N/A	No	N/A	I object to the proposed development and the destruction of Green Belt, extra traffic and the building of 700 new homes with economic	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in
1.0658	1.0658.1	Terence Killen	N/A	N/A	N/A	N/A	HSG7/HSG8	Local Plan	N/A	No	N/A	No	N/A	No infrastructure to support village plan for 700 homes.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development.
1.0659	1.0659.1	Tracey Taylor	N/A	N/A	N/A	N/A	HSG9	Local Plan	N/A	No	N/A	No	N/A	Object to the inclusion of Leybum Close as one of 5 road links to the development of HSG9.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a
1.0660	1.0660.1	R Ormston	N/A	N/A	N/A	N/A	HSG4	Local Plan	N/A	No	N/A	N/A	N/A	loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. The site is being build on the former Newdigate pit area, many houses have been built already with a recent decision approved despite opposition of the nearby residence. there should be no more homes needed in the area and it should be preserved as a heritage site. impact on stretched services and traffic.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. In regards to the HSG4 allocation, the site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this time and will be assessed further as a Masterplan and detailed applications emerge. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option.
1.0660	1.0660.2	R Ormston	N/A	N/A	N/A	N/A	HSG5	Local Plan	N/A	No	N/A	N/A	N/A	loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. Impact on stretched services and traffic.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with

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1.0660	1.0660.3	R Ormston	N/A	N/A	N/A	N/A	HSG6	Local Plan	N/A	No	N/A	N/A	N/A	Loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt; What will happen to the wildlife in these areas. Building houses on HSG6 would mean that Coventry and Bedworth would be merged together, which the NPPF para 80 seeks to prevent; road infrastructure cannot cope with the current volume of daily traffic flow. School Lane and Coventry Road severe traffic chaos and this will add to the problem. Schools, doctors, and local hospitals are already stretched to the limit. are there plans for more doctors and schools?	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
1.0660	1.0660.4	R Ormston	N/A	N/A	N/A	N/A	EMP7	Local Plan	N/A	No	N/A	N/A	N/A	Residents have not been given the opportunity to be consulted about plans for EMP7. Is there a need, as many units in the existing Bayton Road industrial estate remain empty. loss of green belt Is immoral and illegal, NPPF sets out we should be protecting the green belt. What will happen to the wildlife in these areas. The site is next to a primary school, traffic at school time causes slow moving and some dangerous situations. Adding vans and lorries from an industrial estate will be detrimental.	re-evaluate the down grade of lands and ensure that the correct level of Green belt land is re-applied.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met
2.0001	2.0001.1	Richard Newey	Fox Bennett	B Neale	N/A	B,G	HSG9	Local Plan	Yes	No	No	No	N/A	The deliverability of HSG9 is affected by the fact that there is a right of way crossing the property which adjoins the proposed allocation, and would seriously limit the layout of the development.	This could be rectified by the increasing of the size of proposed allocation towards Gorse Cottage Farm and the Nuneaton Golf Club.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the development should have been established, however further consideration will be given through Masterplans and application submissions as they emerge.
2.0002	2.0002.1	Jim Jacobs	Godfrey-Payton	Messrs Aspden	N/A	R - NBBC Website	DS4	Local Plan	N/A	No	N/A	Yes	As this is a matter of considerable importance and principle.	The Council have acknowledged that there will be a housing shortfall due to their unwillingness to accommodate all of the MOU Coventry City Council cross border housing numbers. It is inconceivable that any of the surrounding councils will agree to take NBBC additional numbers; consequently, NBBC must identify additional housing land to accommodate the shortfall, and these areas must preferably be sites with short lead in times so as to comply with the very latest Government guidance as set out in the recent White Paper.	Allocate our clients land to the east and west of Bulkington Lane as shown on the attached plan for residential development. This would be an east and swiftly delivered stand alone site that has easy and direct highway and service access.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0003	2.0003.1	Jim Jacobs	Godfrey-Payton	N/A	The Broadweavers and Clothiers Company of the Cittie of Coventrie	R - NBBC Website	DS4	Local Plan	N/A	No	N/A	Yes	As this is a matter of considerable importance and principle.	The Council have acknowledged that there will be a housing shortfall due to their unwillingness to accommodate all of the MOU Coventry City Council cross border housing numbers. It is inconceivable that any of the surrounding councils will agree to take NBBC additional numbers; consequently, NBBC must identify additional housing land to accommodate the shortfall, and these areas must preferably be sites with short lead in times so as to comply with the very latest Government guidance as set out in the recent White Paper.	Allocate our clients land to the west of Burbages Lane as shown on the attached plan for residential development. This would be an east and swiftly delivered stand alone site that has easy and direct highway and service access.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0004	2.0004.1	Jim Jacobs	Godfrey-Payton	N/A	The Coventry Diocesan Board of Finance Ltd	R - NBBC Website	DS4	Local Plan	N/A	No	N/A	Yes	As this is a matter of considerable importance and principle.	The Council have acknowledged that there will be a housing shortfall due to their unwillingness to accommodate all of the MOU Coventry City Council cross border housing numbers. It is inconceivable that any of the surrounding councils will agree to take NBBC additional numbers; consequently, NBBC must identify additional housing land to accommodate the shortfall, and these areas must preferably be sites with short lead in times so as to comply with the very latest Government guidance as set out in the recent White Paper.	Allocate our clients land to the north of Marston Lane as shown on the attached plan for residential development. This would be an east and swiftly delivered stand alone site that has easy and direct highway and service access. Also, allocate our clients land at Bedworth Woodlands and as shown on the attached plan for residential development. This would comprise part of a larger northwards extension of the existing proposed residential allocation to the immediate south of the land referred to in this representation.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0005	2.0005.1	Richard Newey	Fox Bennett	R Jones	N/A	B	DS4	Local Plan	No	No	No	Yes	To explain further the rationale behind the suggested changes and to be given the opportunity to respond to any changes the Council proposed to make and any further evidence that is presented.	NBBC was asked to accommodate 4,020 dwellings of CCC's unmet housing need. The Council has confirmed that it considers it is unable to accommodate the full proportional shortfall arising from Coventry and will instead accommodate 2,330 dwellings only. Therefore, as currently drafted, the Borough Plan is unsound and is not legally compliant. There still remains a residual shortfall from the unmet housing need of CCC. NBBC should accommodate the full 4,020 dwellings established through CW MoU and, therefore, draft policy DS4 should include the full proportion of Coventry's unmet need. Our client is promoting land to the east of Higham Lane, Nuneaton. The site measures 100 acres and would be able to accommodate approximately 2000 dwellings. The site is not constrained and could deliver housing immediately. It could make a meaningful contribution to the residual HMA shortfall still to be identified.	It is recommended that the current policy is redrafted so that it states that Nuneaton and Bedworth will provide "at least 15,064 dwellings". Increasing the dwelling requirement to accommodate the total residual shortfall set out in the CW will ensure that the plan is based on effective joint working and is underpinned by robust evidence. As currently expressed, the housing requirement has, in effect, suggested that this figure should be seen as a "ceiling" and that development in excess of this requirement would not be supported, which is contrary to the NPPF.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0006	no rep for this reference															
2.0007	2.0007.1	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	DS1	Local Plan	Yes	Yes	Yes	No	N/A	Our client supports the aims and objectives of this policy.	N/A	Noted.
2.0007	2.0007.2	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	DS3	Local Plan	Yes	Yes	Yes	No	N/A	Our client supports the aims and objectives of this policy.	N/A	Noted.
2.0007	2.0007.3	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	DS4	Local Plan	Yes	Yes	Yes	No	N/A	Our client supports the revised housing provision within the plan, following findings contained within the joint SHMA.	N/A	Noted.
2.0007	2.0007.4	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	DS5	Local Plan	Yes	Yes	Yes	No	N/A	We consider that our site NUN181 and its allocation for 80 dwellings is acceptable and our client fully supports this policy .	N/A	Noted.
2.0007	2.0007.5	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	DS7	Local Plan	Yes	Yes	Yes	No	N/A	We support the removal of site NUN 181 from the Green Belt. The pattern of development resulting from the removal of this site from the Green Belt would be well contained by existing significant features as well as landscaping. The site is in a very sustainable location with good access to a range of services and facilities.	N/A	Noted.
2.0007	2.0007.6	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	H1	Local Plan	Yes	Yes	Yes	No	N/A	We support this policy although we understand its effectiveness will require the SHMA to be kept up to date.	N/A	Noted and agreed. The SHMA will be regularly updated to respond to demographic changes and market factors.
2.0007	2.0007.7	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	H2	Local Plan	Yes	Yes	Yes	No	N/A	We support this policy although we understand its effectiveness will require the SHMA to be kept up to date. Further, we acknowledge the recent publication of the Government's Housing White Paper which encourages private market housing for affordable rent.	N/A	Noted and agreed. The SHMA will be regularly updated to respond to demographic changes and market factors.
2.0007	2.0007.8	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	HS1	Local Plan	Yes	Yes	Yes	No	N/A	We support this policy and make reference to the recently published Housing White Paper that they will examine the options for reforming the system of developer contributions.	N/A	Comment Noted.

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2.0007	2.0007.9	Nigel C Ozier	Aitchison Raffety	N/A	Harton Limited	B	NE4	Local Plan	Yes	Yes	Yes	No	N/A	The wording of this policy required some clarification as reference to "below and above ground" risks confusion and misinterpretation.	Amend the policy for clarity.	The NPPF states that Councils should plan positively to create, protect, enhance and manage networks of biodiversity. The policy accords with this requirement.
2.0008	2.0008.1	Kathryn Ventham	Barton Wilmore LLP	Anne Smith	Taylor Wimpey	N/A	DS4	Local Plan	Yes	Yes	N/A	Yes	Taylor Wimpey Ltd have a significant interest in the borough being the promoter supporting draft allocation HSG9-Golf Drive. Whilst Taylor Wimpey make no formal objection to Policy DS4 we consider it important that they are in attendance at the examination for this policy.	Our client considers the above policy wording is no positively worded, implying that the overall requirement is a maximum or a ceiling for the Local Plan. This is inconsistent with para.47 of the NPPF. It can be reasonably expected that 10% of the identified development "planned for" will indeed not come forward. As such, the 10% buffer does not serve to boost the supply of housing but falsely inflates the housing requirement to account for an identified supply that the Council expects will not be implemented. This is not in accordance with national policy contained within the NPPF. Our client also has considerable concerns in relation to the deliverability of NBBC's housing requirements through its currently identified supply, which is reliant on all development coming forward within the Plan period, and lacks flexibility. Through an overreliance on strategic allocations towards the latter part of the plan period, the Council leaves no flexibility to address any shortfalls against planned delivery should they arise, which we argue that they are likely to do. We consider that the failure of the Council to plan effectively for unmet requirements from neighbouring authorities would constitute in a failure to engage constructively and actively in performing the Council's activities.	Policy DS4 should be re-worded so that it refers to the requirement of housing number as a "minimum" and the plan should be required to "deliver" these figures, rather than "plan" for them. It is crucial that the Plan seeks to put in place mechanisms to bring forward a balanced delivery of housing sites from the very start of the Plan period or at least fro the earliest opportunity available.	The policy is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. Policy DS4 outlines the level of development proposed in the Plan period, and this is broken down further under Policy DS5 and DS6. With regards to housing numbers (DS5), the proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is widely accepted that, for a variety of reasons (for example contamination, viability or a change in landowner's circumstances), a site may not be delivered as quickly as expected or sometimes may not be delivered at all. For this reason a buffer of 10% has
2.0008	2.0008.2	Kathryn Ventham	Barton Wilmore LLP	Anne Smith	Taylor Wimpey	N/A	DS7	Local Plan	Yes	Yes	N/A	Yes	Taylor Wimpey Ltd have a significant interest in the borough being the promoter supporting draft allocation HSG9-Golf Drive. Whilst Taylor Wimpey make no formal objection to Policy DS7 we consider it important that they are in attendance at the examination for this policy.	The respondent supports this policy and considers that exceptional circumstance have been identified which allow for the release of green belt land for development.	N/A	Noted.
2.0008	2.0008.3	Kathryn Ventham	Barton Wilmore LLP	Anne Smith	Taylor Wimpey	N/A	DS5	Local Plan	Yes	Yes	N/A	Yes	Taylor Wimpey Ltd have a significant interest in the borough being the promoter supporting draft allocation HSG9-Golf Drive. Whilst Taylor Wimpey make no formal objection to Policy DS5 we consider it important that they are in attendance at the examination for this policy.	The respondent supports the proposed residential allocation of HSG9	N/A	Noted.
2.0008	2.0008.4	Kathryn Ventham	Barton Wilmore LLP	Anne Smith	Taylor Wimpey	N/A	HSG9	Local Plan	Yes	Yes	N/A	Yes	Taylor Wimpey Ltd have a significant interest in the borough being the promoter supporting draft allocation HSG9-Golf Drive. Whilst Taylor Wimpey make no formal objection to Policy HSG9 we consider it important that they are in attendance at the examination for this policy.	The respondent supports this allocation and considers that exceptional circumstances have been demonstrated which allow this land to be released from Green Belt for development. Furthermore, the respondent considers that this site is in close proximity to a wide range of amenities, services and facilities, is entirely suitable, achievable and deliverable for housing development, has no technical or environmental constraints, can deliver well-planned, high quality housing, will provide high quality areas of new open areas and generates significant material social and economic benefits.	N/A	Noted
2.0009	2.0009.1	Michael Jones	IDP Planning	Kirstie Webb	George Eliot Hospital	N/A	DS4	Local Plan	Yes	No	Yes	No	N/A	Policy DS4 and the supporting paragraphs do not meet the OAN of both Nuneaton and Bedworth and the additional requirements set out in the MoU on employment and housing to help address shortfalls within Coventry. GEH has been examining its own future operational needs at George Elliot Hospital and this has produced a masterplan (attached to this representation). This masterplan shows that there are parts of the site where complimentary uses can be developed which include new residential accommodation and employment space. The residential element consists of a range of accommodation for junior doctors, key workers, an extra care facility and a site of 1.68 ha for approximately 20 dwellings. The masterplan was not prepared in time for submission to the Council in its most recent Call for Sites, however, as the Council are currently consulting on their emerging Local Plan, which has failed to meet the targets for housing and employment land as set out in the MoU it is important that, where opportunities exist to meet this need, then opportunities should be pursued.	To insert a specific policy for George Eliot Hospital to allow for the future development of the hospital and to allow for employment and housing land to be developed within the land controlled by GEH Trust in accordance with an agreed development brief.	The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR). The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0009	2.0009.2	Michael Jones	IDP Planning	Kirstie Webb	George Eliot Hospital	N/A	HS4	Local Plan	Yes	No	Yes	No	N/A	Policy DS4 and the supporting paragraphs do not meet the OAN of both Nuneaton and Bedworth and the additional requirements set out in the MoU on employment and housing to help address shortfalls within Coventry. GEH has been examining its own future operational needs at George Elliot Hospital and this has produced a masterplan (attached to this representation). This masterplan shows that there are parts of the site where complimentary uses can be developed which include new residential accommodation and employment space. The residential element consists of a range of accommodation for junior doctors, key workers, an extra care facility and a site of 1.68 ha for approximately 20 dwellings. Whilst no objection is raised to the principle of Policy HS4, without there being a separate policy that is specific to the future development needs of George Eliot Hospital that will allow for surplus land that is currently within the hospital complex to be used for separate yet complimentary uses to include residential and employment, Policy HS4 as drafted would potentially frustrate the implementation of proposals as reflected in the hospital's masterplan.	To insert a specific policy for George Eliot Hospital to allow for the future development of the hospital and to allow for employment and housing land to be developed within the land controlled by GEH Trust in accordance with an agreed development brief.	The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0010	2.0010.1	Matthew White	Godfrey-Payton	Matthew White	Towe Tedds & Gutteridge	N	DS2	Local Plan	N/A	N/A	N/A	No	N/A	We support the identification of Bulkington within the Settlement Hierarchy and this area should therefore be underpinned by an appropriate apportionment of the overall development needs.	N/A	Noted. To ensure that the pattern of growth is sustainable, the level of development permitted in each location will be relative to the size of the settlement, accessibility to a range of services and facilities and public transport provision. The settlement hierarchy, which is based on the findings of the Settlement Analysis Report of Nuneaton and Bedworth (2011), will ensure that the appropriate apportionment of development is delivered to the most sustainable locations.
2.0010	2.0010.2	Matthew White	Godfrey-Payton	Matthew White	Towe Tedds & Gutteridge	N	DS7	Local Plan	N/A	N/A	N/A	Yes	To ensure appropriate engagement in the oral hearings at the EiP	We support the removal of this area from the Green Belt as this site has defensible boundaries and the development would not be considered to be urban sprawl into open countryside.	N/A	Noted.
2.0010	2.0010.3	Matthew White	Godfrey-Payton	Matthew White	Towe Tedds & Gutteridge	N	DS5	Local Plan	N/A	N/A	N/A	No	N/A	We support the strategic allocation at HSG8 West of Bulkington but wish to notify the Council that my clients would wish that their land totalling 3.6ha or thereabouts be brought forward for residential development towards the end of the plan period rather than within the first five years of the Local Plan being adopted.	N/A	Noted.
2.0011	2.0011.1	Matthew White	Godfrey-Payton	Matthew White	Mr & Mrs D Thirlaway	N	DS4	Local Plan	N/A	N/A	N/A	No	N/A	The Local Authority has a Duty to Co-operate with its neighbouring authorities and a failure to sign the MoU does not comply wit this policy. NBBC have failed to take the required dwellings from Coventry and, as a result, there is currently a shortfall of 1,690 dwellings. There are areas of land at Galley Common that could be allocated as strategic sites and this would involve cooperating with North Warwickshire Borough Council and Warwickshire County Council over highways and development across local authority boundaries.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA) and NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, this land
2.0012	2.0012.1	Matthew White	Godfrey-Payton	Matthew White	CR Charlesworth & Sons	N	DS4	Local Plan	N/A	N/A	N/A	No	N/A	The Local Authority has a Duty to Co-operate with its neighbouring authorities and a failure to sign the MoU does not comply with this policy. NBBC have failed to take the required dwellings from Coventry and, as a result, there is currently a shortfall of 1,690 dwellings. There are areas of land at Galley Common that could be allocated as strategic sites and this would involve cooperating with North Warwickshire Borough Council and Warwickshire County Council over highways and development across local authority boundaries.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA) and NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, this land

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2.0013	2.0013.1	Matthew White	Godfrey-Payton	Matthew White	Bonds Hospital Estates Charity	N	DS4	Local Plan	N/A	N/A	N/A	No	N/A	There is significant area of land south of the M6 adjoining Ash Green which could be brought forward for development in order to assist Coventry with their housing needs. Because the land is south of the M6 it would have minimal impact on the local authority's three main conurbations, namely, Nuneaton, Bedworth and Bulkington all of which are north of the M6. The authority needs to cooperate fully with its neighbouring local authorities and assist with the supply of land to meet the needs of Coventry City Council and perhaps Birmingham as well.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA) and NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, this land
2.0014	2.0014.1	Matthew White	Godfrey-Payton	Matthew White	Nicholas Chamberlaine Charity - School Foundation	N	HSG5	Local Plan	N/A	N/A	N/A	Yes	To ensure appropriate engagement in the oral hearings at the EiP	We support the aim of Policy HSG5 to deliver sustainable strategic housing development at Hospital Lane. However, we feel that the proposed housing numbers for this site at 398 is on the low side and that this site could accommodate additional dwellings. we require further understanding as to why open fields should be left undeveloped in close proximity to Moat Farm.	To increase the housing allocation numbers at Hospital Lane HSG5.	The site has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is based on the existing constraints on the site, the infrastructure requirements and the density assumptions provided by the SHLAA. The dwellings in the policy are a minimum requirement to ensure the OAN is met. Further details on site numbers will emerge as masterplans and detailed applications emerge
2.0014	2.0014.2	Matthew White	Godfrey-Payton	Matthew White	Nicholas Chamberlaine Charity - School Foundation	N	SA1	Local Plan	N/A	N/A	N/A	No	N/A	We request further clarification as to why an overall net density of 28 dwellings per ha is deemed appropriate.	Further evidence to be provided in relation to why 28 dwellings per ha is deemed appropriate.	Noted. A degree of flexibility is achieved in Policy SA1, which states, "Where any of the requirements of this policy or those in the site specific policies are deemed unviable, an independent viability assessment must be submitted with the planning application". In line with the SHLAA methodology, the density assumptions used in the SHLAA were locally derived based on existing densities and past applications. Sites in the urban area were given higher densities than greenfield sites.
2.0014	2.0014.3	Matthew White	Godfrey-Payton	Matthew White	Nicholas Chamberlaine Charity - School Foundation	N	DS5	Local Plan	N/A	N/A	N/A	No	N/A	We support the strategic allocation at HSG5.	N/A	Noted.
2.0014	2.0014.4	Matthew White	Godfrey-Payton	Matthew White	Nicholas Chamberlaine Charity - School Foundation	N	HSG4	Local Plan	N/A	N/A	N/A	Yes	To ensure appropriate engagement in the oral hearings at the Epic	Overall, we support the aim of Policy HSG4 to deliver a sustainable strategic housing development.	N/A	Noted.
2.0014	2.0014.5	Matthew White	Godfrey-Payton	Matthew White	Nicholas Chamberlaine Charity - School Foundation	N	DS2	Local Plan	N/A	N/A	N/A	No	N/A	We support the identification of Bedworth's role within the Settlement Hierarchy and agree therefore than appropriate apportionment of the overall development needs should take place in and around Bedworth.	N/A	Noted.
2.0014	2.0014.6	Matthew White	Godfrey-Payton	Matthew White	Nicholas Chamberlaine Charity - School Foundation	N	DS5	Local Plan	N/A	N/A	N/A	Yes	To ensure appropriate engagement in the oral hearings at the EiP	We support the strategic allocation at HSG4 but feel that in order to provide the infrastructure required especially with the link to the A444 additional land may be required in order to facilitate this both physically and financially.	Additional housing should be provided to support infrastructural needs.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the development should have been established, however further consideration will be given through Masterplans and application submissions as they emerge.
2.0015	2.0015.1	Matthew White	Godfrey-Payton	Matthew White	White Farming Partnership	N	DS4	Local Plan	N/A	N/A	N/A	No	N/A	The Local Authority has a Duty to Co-operate with its neighbouring authorities and a failure to sign the MoU does not comply wit this policy. NBBC have failed to take the required dwellings from Coventry and, as a result, there is currently a shortfall of 1,690 dwellings. My client has land off Weddington Road adjacent to HSG1 (North Nuneaton) and their land is now deemed to be in a sustainable location. This area of land could now assist with the provision of additional land for housing purposes.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA) and NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0016	2.0016.1	Kathryn Young	Turley	Helen Dawkins	Miller Homes	B	DS4	Local Plan	No	No	No	Yes	To explain further the rationale behind the suggested changes and to be given the opportunity to respond to any changes the Council proposed to make and any further evidence that is presented.	As currently drafted the borough plan is unsound and not legally compliant as it does not accommodate for the unmet need of Coventry and Warwickshire. NBBC should be accommodating the full 4,020 dwellings established through the CW MoU. Therefore draft policy DS4 should include the full proportion of Coventry's unmet need. Our client is promoting land to the north west of Weddington, the delivery of dwellings on the site would help the Council deliver against its locally identified housing needs and the needs of the HMA.	It is recommended that the current policy is redrafted so that it states that Nuneaton and Bedworth will provide "at least 14,060 dwellings".	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA) and NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0016	2.0016.2	Kathryn Young	Turley	Helen Dawkins	Miller Homes	B	DS5	Local Plan	No	No	No	Yes	To explain further the rationale behind the suggested changes and to be given the opportunity to respond to any changes the Council proposed to make and any further evidence that is presented.	Our client considers that the DS5 policy is not legally compliant, sound or meets the duty to cooperate as it does not meet the full OAN in the Coventry and Warwickshire HMA. Further, the figure set out in the plan should not be referred to as a ceiling, but instead should reflect a minimum housing requirement. There are sites within the Borough (such as our clients site at Weddington) which are not constrained and are able to accommodate this residual shortfall. Until the plan seeks to allocate sufficient housing to meet this residual shortfall, it cannot be considered to be positively prepared. There is insufficient evidence to demonstrate that the Council has explored all opportunities to accommodate the residual shortfall. Without meeting the required tests, the plan cannot be considered to be consistent with national policy. Further, the plan currently only identifies supply sufficient to meet the requirement. It does not look to provide any flexibility should any of the identified sites not come forward. It also does not allow for an additional buffer to provide choice and competition in the market.	In order for the plan to be considered sound it is recommended that further strategic housing sites are identified in Draft Policy DS5 (including our clients site on land north west of Weddington). This will directly assist in the Council's need to meet the unmet housing requirements of Coventry.	Noted. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the
2.0017	2.0017.1	John Clarke	Howkins & Harrison	D Startin	N/A	B,F,G	DS5	Local Plan	Yes	No	Yes	No	N/A	Ms Startin does not want her land, as indicated on the plan appended to this submission, to be developed as part of the proposed housing allocation HSG6 and as such her land in neither "available" nor "deliverable". As such, this aspect of the plan is not sound because it is not "effective" as it is not "deliverable". Also referred to in this submission are correspondence from the agent to Kelly Ford.	Deletion of Ms Startin's land from proposed housing allocation HSG6 because it is neither "available" nor "deliverable".	This response is acknowledged. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The Council was not aware that this site was not available at the time of assessment, as the site was submitted to the Council by an agent to consider for future development potential. At the time of the assessment the Council considered that the site was suitable, available and achievable.
2.0017	2.0017.2	John Clarke	Howkins & Harrison	D Startin	N/A	B,F,G	DS7	Local Plan	Yes	No	Yes	No	N/A	Ms Startin does not want her land, as indicated on the plan appended to this submission, to be developed as part of the proposed housing allocation HSG6 and as such her land in neither "available" nor "deliverable". As such, this aspect of the plan is not sound because it is not "effective" as it is not "deliverable". Also referred to in this submission are correspondence from the agent to Kelly Ford.	Deletion of Ms Startin's land from proposed housing allocation HSG6 because it is neither "available" nor "deliverable".	This response is acknowledged. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The Council was not aware that this site was not available at the time of assessment, as the site was submitted to the Council by an agent to consider for future development potential. At the time of the assessment the Council considered that the site was suitable, available and achievable.
2.0017	2.0017.3	John Clarke	Howkins & Harrison	D Startin	N/A	B,F,G	HSG6	Local Plan	Yes	No	Yes	No	N/A	Ms Startin does not want her land, as indicated on the plan appended to this submission, to be developed as part of the proposed housing allocation HSG6 and as such her land in neither "available" nor "deliverable". As such, this aspect of the plan is not sound because it is not "effective" as it is not "deliverable". Also referred to in this submission are correspondence from the agent to Kelly Ford.	Deletion of Ms Startin's land from proposed housing allocation HSG6 because it is neither "available" nor "deliverable".	This response is acknowledged. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The Council was not aware that this site was not available at the time of assessment, as the site was submitted to the Council by an agent to consider for future development potential. At the time of the assessment the Council considered that the site was suitable, available and achievable.

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2.0018	2.0018.1	Mark Sitch	Barton Wilmore LLP	N/A	Consortium of Developers	B	DS4	Local Plan	No	No	No	Yes	Attendance at the examination would enable the HMA shortfall and insufficient OAN evidence to be properly examined in detail and for any questions raised by the Inspector to be fully addressed.	The Updated OAN (provided by the respondent) shows that in order to fully accommodate forecast economic growth and in turn address worsening market signal issues, there is a requirement for at least 5,005 dwellings per annum / 100,100 dwellings in total across HMA during the plan period 2011-2031. The evidence base on which the Council has determined its OAN for the Borough is not considered to provide a full and objective assessment of housing need within the wider HMA. There is a significant risk that the Plan as proposed does not plan to adequately meet housing need. The borough is currently providing an under-estimate of housing need across the Coventry and Warwickshire HMA. Our evidence shows that the unmet housing need arising from Coventry is likely to be higher than 17,800. We are also concerned by the failure of NBBC to sign the MoU across HMA Authorities, which allocates 4,020 dwellings to the Borough. This creates a shortfall of 1,690 dwellings which will need to be accommodated by other authorities in the HMA. The Council are in the danger of submitted a Plan which does not comply with the Duty to Co-operate and would thus not be legally compliant. A full document providing evidence to support the respondents updated OAN calculation is attached as Appendix 1 of their representation.	The OAN should be updated accordingly.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA) and NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0019	2.0019.1	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	Entire Plan	Local Plan	Yes	No	No	N/A	N/A	The plan period is not appropriate as there are less than 15 years between the anticipated date of adopting the plan and the end of the plan period.	N/A	The Borough Plan complies with NPPF (para 157), having been drawn up in line with the preferred 15-year time horizon. The preparation of the Plan began in 2011 and covers a 20-year period to 2031. Some level of the development proposed will come forward during the preparation period of the Plan. The Plan covers a further 15-year period for delivery of developments following adoption.
2.0019	2.0019.10	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	BE3	Local Plan	Yes	No	No	N/A	N/A	The Council should not expect developments to require sustainable design and construction features that are over and above the national technical guidelines as released by government in March 2016. We object to policy that goes over and above this threshold.	This policy should not go over and above the national technical guidelines.	Noted. The policy is considered in accordance with the NPPF that states good design is indivisible from good planning and should contribute to making places better for people.
2.0019	2.0019.2	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	Chapter 4 (Vision and Objectives)	Local Plan	Yes	No	No	N/A	N/A	Object - Objective 4 should include an aspiration to meet the housing need of the Borough as well as provision of specific size, type and mix of housing. It is imperative to accommodate the housing need recognised at a minimum in order to support other objectives of the plan including Objective 1 Economic Growth and Objective 2 Employment Opportunities.	Housing targets to be shown as a minimum.	The proposed allocations indicate the approximate minimum number of units required to be delivered on each site. They are not intended to be prescriptive and should not been seen as a ceiling. Further, the Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is widely accepted that, for a variety of reasons (for example contamination, viability or a change in landowner's circumstances), a site may not be delivered as quickly as expected or sometimes may not be delivered at all. For this reason a buffer of 10% has been included to take into account the non-delivery of sites. The Council will continue to support development on sites which are seen to be in sustainable locations, as required by National Planning Policy.
2.0019	2.0019.3	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	Chapter 4 (Vision and Objectives)	Local Plan	Yes	No	No	N/A	N/A	Object - Objective 7 should be reworded to show that the Council are committed to keeping an updated Brownfield Register and using Permission in Principle model to encourage the redevelopment of any brownfield land. This would help improve the appearance of the local area and bring forward more appropriate development to support local needs and the local economy.	Re-word Objective 7 to give a greater focus on development on Brownfield Sites.	Noted.
2.0019	2.0019.4	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	DS1	Local Plan	Yes	No	No	N/A	N/A	This policy should take into consideration the "Presumption in favour of Sustainable Development" as defined within the Housing White Paper.	This policy should take into consideration the "Presumption in favour of Sustainable Development" as defined within the Housing White Paper.	The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF.
2.0019	2.0019.5	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	DS2	Local Plan	Yes	No	No	N/A	N/A	Support - Persimmon supports this policy and believes that the Settlement Hierarchy is appropriate.	N/A	Noted.
2.0019	2.0019.6	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	DS4	Local Plan	Yes	No	No	N/A	N/A	Object - the overall housing requirement should be set as a minimum requirement for the period. The sites allocated should provide a 5% buffer to ensure that the housing need is met in full. NBBC should be minded to allocate reserve sites that would be released if the Council cannot meet their 5 year housing land supply. Further, NBBC should meet Coventry's shortfall in full in order to properly comply with the Duty to Cooperate.	Housing figure to be amended to show a minimum housing requirement; housing figure to also be amended so that it reflects the full shortfall of Coventry's housing requirement.	Policy DS4 outlines the level of development proposed in the Plan period, and this is broken down further under Policy DS5 and DS6. With regards to housing numbers (DS5), the proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is widely accepted that, for a variety of reasons (for example contamination, viability or a change in landowner's circumstances), a site may not be delivered as quickly as expected or sometimes may not be delivered at all. For this reason a buffer of 10% has been included to take into account the non-delivery of sites. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify
2.0019	2.0019.7	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	DS5	Local Plan	Yes	No	No	N/A	N/A	Object - the overall housing requirement should be set as a minimum requirement for the period. The sites allocated should provide a 5% buffer to ensure that the housing need is met in full. NBBC should be minded to allocate reserve sites that would be released if the Council cannot meet their 5 year housing land supply. This is important due to 8,851 of 13,374 dwellings required allocated on larger strategic sites and the possible delays associated.	Sufficient housing sites allocated to provide a 5% buffer figure to ensure that the need is met in full.	Policy DS4 outlines the level of development proposed in the Plan period, and this is broken down further under Policy DS5 and DS6. With regards to housing numbers (DS5), the proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is widely accepted that, for a variety of reasons (for example contamination, viability or a change in landowner's circumstances), a site may not be delivered as quickly as expected or sometimes may not be delivered at all. For this reason a buffer of 10% has been included to take into account the non-delivery of sites.
2.0019	2.0019.8	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	H1	Local Plan	Yes	No	No	N/A	N/A	There must be SHMA evidence to support the required dwelling mix. There should also be consideration regarding knowledge of the local market and current market conditions impacting the demand of specific house types and sizes.	There should also be consideration regarding knowledge of the local market and current market conditions impacting the demand of specific house types and sizes.	The SHMA makes recommendations about the required mix of market and affordable housing, taking account of a range of factors that influence demand including demographic changes and market factors. The SHMA is regularly updated to respond to these changes and to provide a current evidence base.
2.0019	2.0019.9	Jodi Stokes	Persimmon Homes	N/A	N/A	N/A	H2	Local Plan	Yes	No	No	N/A	N/A	The target of 25% affordable housing for development of 15 dwellings or more and 20% affordable housing for development of 11-14 dwellings should be evidenced by the SHMA. The tenure split and affordable housing should also be evidenced by the SHMA. More information should be provided in relation to exact tenure split. The policy states that "proposals on starter homes exception sites will be exempt from meeting the affordable housing requirements". Starter Homes form part of the definition of affordable housing as reiterated in the Housing White Paper. Therefore they should count towards the Borough's affordable housing target.	Affordable housing requirements should be evidenced by the SHMA and more information should be provided on tenure split.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. As noted within the supporting (paragraphs 7.22 - 7.25) to the policy, the proportion of affordable housing provision stated within the policy (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability. To keep this policy up to date and flexible, the current targets for tenure split, as well as affordable housing mix, have been outlined in the supporting text rather than the policy itself. These targets may change over time to reflect new evidence and any changes in government policy regarding alternative affordable housing options.
2.0020	2.0020.1	Alice Fitton	Turley	Steve Louth	Richborough Estates	B	HSG1	Local Plan	No	No	No	Yes	To explain further the rationale behind the suggested changes and to be given the opportunity to respond to any changes the Council proposed to make and any further evidence that is presented.	NBBC should be allocating additional housing to meet the residual shortfall of a minimum of 686 dwellings, as well as to provide greater flexibility in the supply. As currently drafted, Policy HSG1 does not extend beyond the northern boundary of the site to preserve a farmland buffer, however, it is considered that the proposed site does not contribute to the purposes of that buffer in any material way. It is considered that this landscape buffer is unnecessary and the approach to the proposed allocation is therefore not evidenced and is unjustified. The current site boundary should be extended to include further land to the north of the site and to the south of the A5, as shown on the Plan appended to this representation.	It is recommended that the northern boundary of site ref: HSG1 is extended to include land either side of Higham Lane between the allocation and the A5.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA for the level of development proposed. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, the land was not considered suitable for development. The Landscape Capacity Study 2017 identified that this area was not suitable for development and the land south of the A5 and north of HSG1 should be retained as a farmland buffer. Following a thorough assessment of land available for development, the Borough Plan has sought to release sufficient land to provide a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is
2.0020	2.0020.2	Alice Fitton	Turley	Steve Louth	Richborough Estates	B	NE1	Local Plan	No	No	No	Yes	To explain further the rationale behind the suggested changes and to be given the opportunity to respond to any changes the Council proposed to make and any further evidence that is presented.	Our clients land either side of Higham Lane is identified as being within a landscape buffer, protected by policy NE1. The report prepared by Pegasus and submitted in support of this representation demonstrates that the buffer is incorrect. It is providing an unnecessary barrier to a site where housing could be released to meet the HMA's residual shortfall and provide flexibility in the supply now, on a non-Green Belt site. It should therefore be removed from the proposals map.	In order that the Plan can be found sound the landscape buffer should be removed from the proposals map and this area should be allocated to deliver residential development.	Noted. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The Landscape Character Assessments and the Landscape Capacity Study 2017 identified that this area was not suitable for development and the land south of the A5 and north of HSG1 should be retained as a farmland buffer.

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2.0020	2.0020.3	Alice Fitton	Turley	Steve Louth	Richborough Estates	B	DS4	Local Plan	No	No	No	Yes	To explain further the rationale behind the suggested changes and to be given the opportunity to respond to any changes the Council proposed to make and any further evidence that is presented.	The Council has confirmed that it considers it is unable to accommodate the full proportional shortfall arising from Coventry. If the plan is to be prepared positively and boost significantly the supply of housing, NBBC should be accommodating the full 4,020 dwellings established through the CW MoU. The evidence underpinning the CW MoU is robust and is supported by the other HMA Authorities. Therefore Draft Policy DS4 should include the full proportion of Coventry's unmet need. Without signing the MoU, which has been agreed by all other MoU authorities, draft policy DS4 cannot be considered to comply with the Duty to Cooperate. Our client is promoting land on either side of Higham Lane, Nuneaton. The site is not constrained and could deliver housing immediately. It could make a meaningful contribution to the residual HMA shortfall still to be identified.	Amend housing need and draft Policy DS4 to read "at least 14,060 dwellings".	The policy is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough, and to contribute to meeting the need of the wider HMA. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify
2.0020	2.0020.4	Alice Fitton	Turley	Steve Louth	Richborough Estates	B	DS5	Local Plan	No	No	No	Yes	To explain further the rationale behind the suggested changes and to be given the opportunity to respond to any changes the Council proposed to make and any further evidence that is presented.	The Borough Plan is unsound, not legally compliant and fails the duty to cooperate as it does not meet the full OAN in the Coventry and Warwickshire HMA. Our client wishes to highlight that there is the clear order to be followed when looking to release Green Belt sites and that the Council will need to demonstrate this sequence has been adhered to when allocating Green Belt sites for residential development when non-Green Belt sites are available which are in sustainable locations, have no known constraints which cannot be suitably mitigated against and which are deliverable immediately. Until the Council and its plan have accommodate the full residual shortfall of the Coventry's housing requirement it cannot be considered to be based on proportionate evidence. It is clear from the housing trajectory on page 26 of the Consultation Document that historically the Council has delivered significantly fewer dwellings on an annual basis than is required going forwards. This is based on a lower annual requirement than that proposed by the emerging plan. It does not allow for an additional buffer to provide choice and competition in the market. The plan must provide this greater flexibility if it is to be considered to be positively prepared. A minimum of 10% flexibility should be incorporated into the Plan.	The boundary of the proposed allocation HSG1 is extended to include our client's site, this will help the Council meet its own housing need and its full share of the shortfall arising from Coventry as well as providing greater flexibility in supply. The modified boundary of allocation HSG1 would extend up to the A5 which would form a defensible boundary. Our client has prepared an extensive site specific evidence base for land east of Higham Lane which demonstrates that the site is a sustainable location for development and there are no known constraints which cannot suitably be mitigated against.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment land needs in full. It is therefore necessary to allocate development on greenfield sites where they have been carefully considered against sustainability criteria. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment
2.0021	2.0021.1	James Durant	Tetlow King Planning	N/A	West Midlands HARP Planning Consortium	N/A	BE3	Local Plan	Yes	No	Yes	N/A	N/A	This policy requires housing developments to meet the optional building regulations requirement for accessible and adaptable dwellings for 35% of the development proposals. However, these standards are not viable and applicants of future housing schemes will likely therefore negotiate a reduction in their affordable housing requirements in order to ensure those schemes are viable.	These requirements should therefore be removed from Policy BE3.	Noted. The policy is considered in accordance with the NPPF that states good design is indivisible from good planning and should contribute to making places better for people.
2.0022	2.0022.1	Johnathan Adams	Tetlow King Planning	N/A	Terra Strategic	N/A	DS2	Local Plan	No	No	No	Yes	To further articulate concerns about the Borough Plan and to fully justify why we consider the plan to be unsound.	This policy fails to promote sustainable development as it promotes development at Nuneaton over the equally sustainable settlement of Bedworth. It also fails to recognise the role of Nuneaton and Bedworth in the context of the Coventry and Warwickshire Housing Market Area. It also fails to justify the chosen approach to the settlement hierarchy, nor does it explore reasonable alternatives. there is also insufficient evidence to justify Bulkington as having a supporting role rather than a local role. It also fails to promote sustainable development by restricting Bedworth to a supporting secondary role and is therefore not NPPF compliant.	Policy DS2 should be reviewed so that is refers back to policy NB3. Also, the last sentence of the policy should be deleted.	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of their existing infrastructure, employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements in the Borough and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development.
2.0022	2.0022.2	Johnathan Adams	Tetlow King Planning	N/A	Terra Strategic	N/A	DS4	Local Plan	No	No	No	Yes	To further articulate concerns about the Borough Plan and to fully justify why we consider the plan to be unsound.	The plan has not been positively prepared as it does not meet the OAN of the HMA and it does not provide a positive approach to managing development as it fails to allocate sufficient sites in Nuneaton and Bedworth. The plan also fails to justify the housing allocations and does not explain why certain sites were discounted. It also fails to significantly boost the housing supply as required by national policy.	The housing requirement of the borough should be increased to meet the OAN as set out in the HMA (including the unmet need of Coventry's housing requirement).	The policy is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area, and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria.
2.0022	2.0022.3	Johnathan Adams	Tetlow King Planning	N/A	Terra Strategic	N/A	DS5	Local Plan	No	No	No	Yes	To further articulate concerns about the Borough Plan and to fully justify why we consider the plan to be unsound.	The plan does not release sites that are recommended to be released in the Green Belt Review 2015 (including BE4), it perversely proposes to release sites that are recommended to be retained in the Green Belt and also proposes the allocation of site contrary to the evidence base of the Borough Plan. It is not effective as it has not been prepared in accordance with the evidence base, it does not release sites to assist in meeting Coventry's unmet need and it proposes to release sites that have complex ownership or delivery issues. Further, the site at Hawkesbury Marina and Canal Village is not allocated despite it being in a sustainable location for growth.	According to the Council's own evidence base it needs to be providing for at least 14,060 dwellings to 2031 to meet the borough's full OAN.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The Council assessed the site in detail through the evidence base (landscape, heritage etc.) to further assess its suitability as an allocation. The Council has released part of the Green Belt parcel BE4 for development through NUN181. However, the remaining part of BE4 could not be released due to issues around transport that had not been resolved with WCC, meaning that the site was not considered deliverable over the plan period. This is also
2.0022	2.0022.4	Johnathan Adams	Tetlow King Planning	N/A	Terra Strategic	N/A	DS7	Local Plan	No	No	No	Yes	To further articulate concerns about the Borough Plan and to fully justify why we consider the plan to be unsound.	The plan does not release sites that are recommended to be released in the Green Belt Review 2015 (including BE4), it perversely proposes to release sites that are recommended to be retained in the Green Belt and also proposes the allocation of site contrary to the evidence base of the Borough Plan. It is not effective as it has not been prepared in accordance with the evidence base, it does not release sites to assist in meeting Coventry's unmet need and it proposes to release sites that have complex ownership or delivery issues.	According to the Council's own evidence base it needs to be providing for at least 14,060 dwellings to 2031 to meet the borough's full OAN.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The Council assessed the site in detail through the evidence base (landscape, heritage etc.) to further assess its suitability as an allocation. The Council has released part of the Green Belt parcel BE4 for development through NUN181. However, the remaining part of BE4 could not be released due to issues around transport that had not been resolved with WCC, meaning that the site was not considered deliverable over the plan period. This is also
2.0022	2.0022.5	Johnathan Adams	Tetlow King Planning	N/A	Terra Strategic	N/A	Entire Document	Sustainability Appraisal	No	No	No	Yes	To further articulate concerns about the Borough Plan and to fully justify why we consider the plan to be unsound.	The Sustainability Appraisal's methodology is flawed as the sites has not been assessed equitably. The site at Hawkesbury is not adequately assessed as an alternative site, despite the site's merits and extensive supporting evidence.	The Sustainability Appraisal methodology needs to be extensively reviewed.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. This site has been included as part of the SA process 4.1.57 "The Site that was identified as part of the SHLAA process but discounted on viability grounds was Land at Hawkesbury (previously PDA 9). The future development of this Site for a strategic housing allocation raised objections from Warwickshire County Council due to the adverse effect on the capacity and safety of the local road. To overcome this objection the Highways Authority were seeking the creation of a new access to the west of the Site. The requirement for the new access to transverse the existing railway line, and the associated engineering works, meant it is questionable whether the development of the Site was unviable and deliverable during the plan period." And also at 4.1.62 "The Assessment matrices for all the above housing site options are presented at Appendix D. For completeness for the Land at Hawkesbury is also included. "

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2.0023	2.0023.1	James Cox	Lichfields	James Wright	Prologis	N/A	HSG1	Local Plan	Yes	Yes	Yes	N/A	N/A	We write in support of the proposed allocation and reaffirm Prologis' commitment to its future delivery. The adherence to any policies in the Local Plan should be driven by viability and where viability issues exist, decision makers should be allowed sufficient flexibility with regard to the application of individual policies so as not to prevent what would otherwise be sustainable development from proceeding. This includes allowing a fair land value to land owners to incentivise them to make their land available in order to deliver strategic housing land. Subject to the above considerations, the draft Local Plan is considered to be both sound and legally compliant.	N/A	Noted. This is already achieved by the final sentence of policy SA1, which states, "Where any of the requirements of this policy or those in the site specific policies are deemed unviable, an independent viability assessment must be submitted with the planning application".
2.0024	2.0024.1	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	HSG1	Local Plan	Yes	No	Yes	Yes	To ensure appropriate engagement in the oral hearings at the EiP	We support the strategic housing site HSG1 but object to the proposed allocation boundary as the extent of the land area represents an insufficient allocation to give flexibility as required under paragraph 157 of the NPPF.	Review the boundary of HSG1 to include the proposed rural area as shown on the diagram appended to this response.	In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The requirements have been informed by discussions with key stakeholders and service providers. The Borough Plan requires detailed site concept plans to be created and adopted as an SPD for each of the strategic site allocations. The Council considers that Masterplan documents are required for the strategic sites in order to ensure that sufficient guidance is provided to achieve high quality and coordinated delivery on each site. However, the requirement for masterplan documents is not intended to restrict development proposals from being developed or planning applications being submitted to the Council. Masterplans will be considered as they emerge to assess the detailed elements.
2.0024	2.0024.10	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	H2	Local Plan	Yes	No	Yes	N/A	N/A	The percentage of "affordable housing" should be written as an up to figure. This policy should also be updated when more detail is known from the Housing White Paper and associated documents.	The percentage of "affordable housing" should be written as an up to figure.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The 25% target is the recommended figure from the Viability Assessments 2014 and 2016. A degree of flexibility is provided in the wording of the policy, where it is acknowledge that the Council will seek to negotiate the proportion of affordable housing to be provided.
2.0024	2.0024.11	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	HS5	Local Plan	Yes	No	Yes	N/A	N/A	We object to the policy as a Health Impact Assessment is not justified for development that meets or exceeds the EIA screening thresholds. Where development is positively screened as being EIA requiring an ES, this could form part of the ES.	N/A	Noted. The policy stipulates a HIA requirement for applications which meet the threshold for an EIA. Using the EIA as a trigger for a HIA is considered an appropriate threshold because it is extremely likely that the application will impact health. Planning applications not requiring an EIA are likely to create impacts on health, however identifying an appropriate scale of application is challenging. Ultimately the impact is likely to vary even for applications of similar use classes. Consequently, the policy recommends a screening process be undertaken by the applicant to assist in determining the need for a HIA. The submitted HIA will be assessed by Warwickshire Public Health during the determination period
2.0024	2.0024.2	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	DS2	Local Plan	Yes	No	Yes	No	N/A	We support the identification of Nuneaton's role within the settlement hierarchy as the primary town. It should therefore be underpinned by an appropriate apportionment of the overall development needs.	N/A	Noted. To ensure that the pattern of growth is sustainable, the level of development permitted in each location will be relative to the size of the settlement, accessibility to a range of services and facilities and public transport provision. The settlement hierarchy, which is based on the findings of the Settlement Analysis Report of Nuneaton and Bedworth (2011), will ensure that the appropriate apportionment of development is delivered to the most sustainable locations.
2.0024	2.0024.3	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	DS4	Local Plan	Yes	No	Yes	No	N/A	The overall development needs should be stated as a minimum requirement to ensure that the plan is positively prepared and consistent with national policy within the NPPF. Expressing the housing requirement as a minimum has been considered sound approach at several recent EiPs.	The text should be amended so that it refers to a minimum housing requirement.	The policy is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. Policy DS4 outlines the level of development proposed in the Plan period, and this is broken down further under Policy DS5 and DS6. With regards to housing numbers (DS5), the proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum.
2.0024	2.0024.4	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	DS5	Local Plan	Yes	No	Yes	No	N/A	There is insufficient evidence of 3,331 dwellings capability to be accommodated and delivered. The allocation should be expanded to include land at the A5 Frontage. To comply with the requirements of the NPPF and the tests within, the number of dwellings in the table should be stated as a minimum.	Add "minimum" to the table title heading showing number of dwellings for each site.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. The proposed allocations indicate the approximate minimum number of units required to be delivered on each site. They are not intended to be prescriptive and should not been seen as a ceiling.
2.0024	2.0024.5	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	SA1	Local Plan	Yes	No	Yes	No	N/A	We request further clarification as to why an overall net density of 28 dwellings per ha is deemed appropriate.	N/A	Noted. A degree of flexibility is achieved in Policy SA1, which states, "Where any of the requirements of this policy or those in the site specific policies are deemed unviable, an independent viability assessment must be submitted with the planning application". In line with the SHLAA methodology, the density assumptions used in the SHLAA were locally derived based on existing densities and past applications. Sites in the urban area were given higher densities than greenfield sites.
2.0024	2.0024.6	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	SA1	Local Plan	Yes	No	Yes	No	N/A	We would wish to see the wording "wherever possible" added to all criteria across this policy to increase flexibility. This will ensure that the policy is effective and therefore sound. We also welcome the wording which makes allowance for an independent viability assessment to be submitted where any of the site-specific requirements of this policy are deemed unviable.	Add "wherever possible" to each criteria in this policy.	Noted. This is already achieved by the final sentence of the policy, which states, "Where any of the requirements of this policy or those in the site specific policies are deemed unviable, an independent viability assessment must be submitted with the planning application".
2.0024	2.0024.7	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	HSG1	Local Plan	Yes	No	Yes	Yes	To ensure appropriate engagement in the oral hearings at the Epic	We would welcome the inclusion of our client's southern parcel of land in HSG1. We oppose the current identification of the remainder of our client's site as a "landscape buffer". Built development would relate well to the existing development along Watling Road and the surrounding extant planning permissions. Furthermore, good design could be used to mitigate any effects on the local landscape character. This view was also shared by TEP, who on behalf of the Council prepared a report in March 2015 in responses to Pegasus' Indicative Development Framework. This allocation is not positively prepared as it fails to maximise the development potential of the strategy to meet the Council's OAN.	Amend HSG1 boundary to include client's southern parcel of land. The Key Diagram and Proposals Map should be updated to remove the land from being identified as part of the "landscape buffer".	The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The requirements have been informed by discussions with key stakeholders and service providers. The Borough Plan requires detailed site concept plans to be created and adopted as an SPD for each of the strategic site allocations. The Council considers that Masterplan documents are required for the strategic sites in order to ensure that sufficient guidance is provided to achieve high quality and coordinated delivery on each site. However, the requirement for Masterplan documents is not intended to restrict development proposals from being developed or planning applications being submitted to the Council. Masterplan will be considered as they emerge to assess the detailed elements.
2.0024	2.0024.8	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	SA1	Local Plan	Yes	No	Yes	No	N/A	The Council needs a mechanism in place to ensure that the allocation is sufficiently master planned. (para 6.6)	The Council needs a mechanism in place to ensure that the allocation is sufficiently master planned.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA and considered in the Sustainability Appraisal. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the development should have been established, however further consideration will be given through Masterplans and application submissions as they emerge. Where necessary, any new development will be supported by contributions to infrastructure improvements to ensure that new development does not add to existing highway problems.
2.0024	2.0024.9	Rebecca Smith	Bidwells	Rebecca Smith	Davidsons Developments	N/A	H1	Local Plan	Yes	No	Yes	No	N/A	We object to the use of the SHMA to identify the need and demand for house types, sizes and tenures for development proposals. It is a borough wide document and there is no certainty over the review process.	N/A	The NPPF (para 159) requires Local Planning Authorities to prepare a SHMA to assess the full local housing need, based on statistical evidence and survey data. SHMAs are recognised as an effective tool for providing robust and credible information and data that can be used as part of an evidence base, to inform future policies and decision-making related to housing and planning. The SHMA will be regularly updated to respond to demographic changes and market factors.
2.0025	2.0025.1	Laurence Holmes	GVA	N/A	UK Land Development Limited	B	DS5	Local Plan	Yes	Yes	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The proposed allocation is supported, the respondent has provided a document which reaffirms the case for allocation and justifies its release from the Green Belt.	N/A	Noted.
2.0025	2.0025.2	Laurence Holmes	GVA	N/A	UK Land Development Limited	B	H1	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	Draft Policy H1 should be flexibly worded to ensure that the mix can be agreed on a site by site basis, taking into account any physical constraints and development viability.	Reference with the current draft policy wording to the latest SHMA should be amended as this does not establish a housing split based on need and demand.	To provide flexibility, specific targets for tenure split, as well as affordable housing mix, have not been included within the policy wording itself. These targets may change over time to reflect new evidence, demographic changes and market factors, as well as any changes in government policy regarding alternative affordable housing options. The SHMA is regularly updated to respond to such changes and to provide a current evidence base that informs decision-making related to housing and planning.
2.0025	2.0025.3	Laurence Holmes	GVA	N/A	UK Land Development Limited	B	H2	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	It is important that the wording of the policy makes clear the need for such provision to be negotiated having regard to economic viability, market conditions and other infrastructural requirements. The policy wording should also allow for flexibility in the size and type of affordable housing onsite, whilst requirements established by the SHMA should be the starting point. It is also important for the policy to take into account the range of affordable housing products available and how this may change in accordance with Government policy over time.	Amend the policy to provide sufficient flexibility to enable the exact form and quantum of affordable housing to be agreed through the planning application process.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. A degree of flexibility is already provided in the wording of the policy, where it is acknowledged that the Council will seek to negotiate the proportion of affordable housing to be provided, and the tenure split and affordable housing mix to ensure it reflects the identified need.
2.0025	2.0025.4	Laurence Holmes	GVA	N/A	UK Land Development Limited	B	HS5	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The proposed requirement for Health Impact Assessments to be submitted as part of the planning application for residential development is onerous and unnecessary. The impacts of allocating sites should be considered during the plan-making and examination process, rather than through individual planning applications. The requirement to mitigate impacts should be addressed at planning application stage, where a need arises that is supported by robust evidence from the relevant statutory consultees.	Remove reference to the requirement of a HIA from this policy.	Through the evolution of the Borough Plan, the impact on health has been considered through the Heath Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications.

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2.0025	2.0025.5	Laurence Holmes	GVA	N/A	UK Land Development Limited	B	HS6	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	Policy HS6 should make clear that the provision of sports facilities whether on or off-site should only be provided where there is a specific and proven requirement. Contributions towards the provision of community facilities off-site should only be sought where there is a demonstrable requirement and which is compliant with the Community Infrastructure Levy Regulations.	The policy should make reference to viability.	Policy HS6 states that where justified on site developments will need to provide . Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic priorities for the area.'
2.0025	2.0025.6	Laurence Holmes	GVA	N/A	UK Land Development Limited	B	NE3	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The requirement for biodiversity offsetting should be considered through the plan-making and examination process insofar as dealing with sites allocated for housing. Such sites should be assessed in accordance with the Habitat Regulations Assessment and other relevant evidence-based documents.	The wording of the draft policy should be amended accordingly making explicit reference to off-site contributions / provision being negotiated based upon development viability.	Noted. The policy is in line with the national framework.
2.0025	2.0025.7	Laurence Holmes	GVA	N/A	UK Land Development Limited	B	BE3	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	This policy makes no distinction between outline and full planning applications when applying this requirement. Consequently, it is not appropriate for the Council to impose this as a validation requirement. There is also no evidence which confirms that the Borough is in a situation where optional Building Regulations Standards must be met. Insufficient evidence is provided which supports the requirement for 35% of residential developments to be built to M4 (2) accessible and adaptable standards.	The wording of this draft policy should be amended to apply the optional Building Regulation Standards as an aspiration for residential schemes and negotiated with developers through the formation and determination of individual planning applications.	Noted. The policy includes no requirement to meet technical standards. However para 12.14 to 12.17 clarifies that the Deregulation bill amended the Planning and Energy Act 2008 so the LPA no longer have the power to request energy efficiency requirements over and above the Building Regulations. It confirms that development proposals are required to meet the energy efficiency requirements of building regs.
2.0026	2.0026.1	Robert Cole	Mather Jamie	C/O Mather Jamie	N/A	N/A	H2	Local Plan	No	No	No	Yes	Meeting affordable housing need is a strategic housing matter	Unviable affordable housing requirement of 25%. Affordable housing may not be provided.	focus new allocation on land east of Eastboro Way to ensure affordable housing is provided and achieved.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The policies put forward in the Borough Plan seek to achieve the highest percentage for sites given their individual circumstances in order to meet the identified need. The proportion of affordable housing provision stated within the policy (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability. The Viability Assessments have not raised issue with a 25% AH target and past planning applications in the Borough have been able to deliver this target without being unviable.
2.0026	2.0026.2	Robert Cole	Mather Jamie	C/O Mather Jamie	N/A	N/A	Chapter 1 (Introduction)	Local Plan	No	No	No	Yes	Meeting affordable housing need is a strategic housing matter	Council must cooperate with other prescribed bodies to help with plan making. Local Plans should reflect agreed housing numbers subject to SHLAA work. The OAHN will not be met in Coventry and Warwickshire housing market area.	Set up a memorandum of understanding with Coventry HMA and deliver the required growth. Suitable sites at Eastboro Way are available and achievable.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0027	2.0027.1	Philp Gratton	Gratton Planning Services Ltd	David Tutton	Triton Showers	R - consultation database email	EMP5	Local Plan	Yes	Yes	Yes	Yes	Although Triton Showers is not seeking any Plan modification, it would wish to have the opportunity of participating in the oral examination in the event that any party sought to promote Strategic Employment Site EMP5 for anything other than employment purposes.	It is considered that the draft Plan provides a sound framework for sustainable growth and balancing the social, economic and environmental needs of the area. It also provides a sound basis for robust development management decisions. As such, it is considered that the Plan is sound. The particular focus of this representation is Policy EMP5 (Land at Caldwell Road Industrial Estate). The draft Plan sets out a clear case for the allocation of this land as a Strategic Employment site and this is fully supported. This site, located at Triton Road, displays qualities and characteristics which supports its suitability for employment purposes, the most significant of which is its location within an established industrial area.	N/A	Noted.
2.0028	2.0028.1	Matthew Williams	William Gallagher Town Planning Solutions Ltd	N/A	Shenley Park Ltd c/o Raven Green & Co	F	TC2	Local Plan	N/A	No	N/A	Yes	To ensure client's interests are protected.	The Plan fails to comply with NPPF requirements and associated PPGs. Concern with the designation of Nuneaton Town Centre for restaurants, cafes etc. proposals outside of the Café Quarter should only be considered if there are no other sites available, viability of Cafe Quarter will not be undermined and sufficient demand to warrant extra provision. Too much to be putting these uses outside of the cafe quarter. A mix of uses are needed in the town centre. Town centre policies not compliant with the NPPF.	TC2 should be more flexible in respect on non- A1 uses but should not undermine the vitality of the Café Quarter.	The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The policy allows for a mix of uses and sets out that 'Other retail uses (Use Classes A2-A5) will be permitted within the town centre where they do not undermine or adversely impact, either individually or cumulatively, the vitality, viability, character of the area and overall vision for the town centres.' This approach is in accordance with NPPF Para 23 includes that LPA's should 'define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations' and also 'It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.'
2.0029	2.0029.1	James Collier	Howkins and Harrison	Eileen Neale	N/A	N/A	DS5	Local Plan	N/A	No	N/A	No	N/A	The Plan does not include some land that should be included in allocation HSG9 off Golf Drive. The land is approx. 2.23 acres.	Propose inclusion of additional parcel of land with allocation HSG9. this has full landowner support.	This piece of land was not submitted to the Council as part of the SHLAA 'call for sites' process. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, the land not considered suitable for development.
2.0030	2.0030.1	James Collier	Howkins and Harrison	N/A	HILL Farm Trustees	N/A	DS5	Local Plan	N/A	No	N/A	No	N/A	Allocation for a site for residential development is not supported by the land owner. A site at Plough Hill Road as an alternative is available for development and has support of the land owner. Site available and deliverable.	Alternative site at Plough Lane be used.	Noted.
2.0031	2.0031.1	Liam Toland	Heaton Planning	N/A	Tarmac Trading	N/A	DS4	Local Plan	Yes	No	Yes	Yes	To represent the case orally.	Plan is not consistent with national policy. The Plan should covered 15 years post adoption	Ensure the Plan has a 15 year timeframe. Increase the density of HSG7 site by 60 dwellings. Plan should be flexible	The Borough Plan complies with NPPF (para 157), having been drawn up in line with the preferred 15-year time horizon. The preparation of the Plan began in 2011 and covers a 20-year period to 2031. Some level of the development proposed will come forward during the preparation period of the Plan. The Plan covers a further 15-year period for delivery of developments following adoption.
2.0031	2.0031.2	Liam Toland	Heaton Planning	N/A	Tarmac Trading		HSG7	Local Plan	Yes	No	Yes	Yes	To represent the case orally.	Support the allocation of HSG7 although the site should not be compromised by indicative wording. Plan not consistent with national policy. Consider Plan with a timeframe of 15 years.	Prepare in accordance with the NPPF. Ensure the Plan has a 15 year timeframe. Increase the density of HSG7 site by 60 dwellings. Plan should be flexible. HSG7 is capable of being delivered in the next five years.	Noted. The proposed allocations indicate the approximate minimum number of units required to be delivered on each site. They are not intended to be prescriptive and should not been seen as a ceiling. The Borough Plan complies with NPPF (para 157), having been drawn up in line with the preferred 15-year time horizon. The preparation of the Plan began in 2011 and covers a 20-year period to 2031. Some level of the development proposed will come forward during the preparation period of the Plan. The Plan covers a further 15-year period for delivery of developments following adoption.
2.0032	2.0032.1	Tim Howard	Howkins and Harrison	Paul Friswell	N/A	N	DS5	Local Plan	Yes	No	Yes	No	N/A	This Plan is unsound as there has not been the allocation of land known as Woodlands House Farm	This land is available for development having previously been allocated. This should be included in the allocation.	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. This area of land was not put forward for the Council to consider for future development during this process.
2.0032	2.0032.2	Tim Howard	Howkins and Harrison	Paul Friswell	N/A	N	DS7	Local Plan	Yes	No	Yes	No	N/A	This Plan is unsound as there has not been the allocation of land known as Woodlands House Farm	This land is available for development having previously been allocated. This should be included in the allocation.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0033	2.0033.1	Laura McCombe	Aspbury Planning	N/A	Rudyard Properties Ltd	N/A	TC3	Local Plan	Yes	No	Yes	Yes	The Plan is unsound and it is vital this is discussed at the examination.	The area shown at Goodyers End Lane should be defined as a Local Centre and included in the proposals map.	Additional policy for retail development should be added into Plan for small-scale convenience shopping to meet day-to-day needs. It would be unreasonable to subject such development to the sequential test.	The evidence base does not identify Goodyers End Lane as a defined Local Centre. As outlined in para 9.20 'The Nuneaton and Bedworth Local Shopping Study (March 2012) identifies an existing network of 6 district centres and 17 local centres within the Borough as well as numerous neighbourhood centres and standalone shops.' New local centres are outlined in the relevant strategic site policies.

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2.0034	2.0034.1	Michael Davies	Savills	N/A	The Arbury Estate	N/A	DS1	Local Plan	Yes	No	No	Yes	N/A	Under the Coventry and Warwickshire MoU, NBBC have been identified to provide an additional 4,020 dwellings and 26ha employment land to help meet Coventry's shortfall as part of the DtC. NBBC are claiming they can only provide 2,330 dwellings and 16.6ha of employment. There is sufficient land within the Borough to meet the OAN and therefore the Plan does not comply with Para14 of the NPPF, and is therefore unsound.	Sufficient land should be incorporated to meet the housing and employment requirements identified in the MoU.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0034	2.0034.10	Michael Davies	Savills	N/A	The Arbury Estate	N/A	H1	Local Plan	Yes	Yes	Yes	No	N/A	Support this policy in principle.	None.	Noted.
2.0034	2.0034.11	Michael Davies	Savills	N/A	The Arbury Estate	N/A	HS3	Local Plan	Yes	No	Yes	No	N/A	Para 10.31 is not specific on what contribution is actually required from each development and so further evidence from the Council is required.	The policy should be more specific on what contribution is sought from developers towards broadband connectivity. Further evidence required.	Noted. Details are set out in Paras 10.29 and 10.30.
2.0034	2.0034.12	Michael Davies	Savills	N/A	The Arbury Estate	N/A	HSG2	Local Plan	Yes	No	No	Yes	N/A	Object to the number of dwellings proposed. HSG2 could provide more than 1,525 dwellings and the policy requirements for the site should be reviewed to ensure they do not affect viability. Provision of a local centre, including community facilities is supported subject to clarification on what facilities are required. Insufficient up to date evidence as to the need for allotments and how the proposed provision has been calculated. Education contributions, particularly in relation to secondary school expansion, is unclear. The IDP states HSG2 should contribute towards secondary school expansion, but does not indicate costs. Proposed policy HSG2 makes no requirement for this, whereas HSG4 does. There should be more continuity in relation to contribution requirements between strategic allocations. Further confirmation is sought on the extract contribution that HSG2 should make to local bus services. It is unclear how much HSG2 should contribute to several A444 improvement works, or to local sewage network improvements. Unclear why numerous projects referred to in the IDP require contributions from HSG2. Further clarification sought on the justification for physical activity and sports provision contributions and how these have been calculated. There is no justification for 'urban edge improvements'. Criterion 20 is unduly restrictive, to achieve 35dph the site may require higher densities/greater than 2-storeys in some areas. Further clarification is sought on what specific enhancements are required along the Harefield Lane footpath. Further clarification is sought/more evidence required to justify restrictions set about in supporting text, para 6.44. Any access off Walsingham Drive would need to be provided by NBBC as it required land outside of the ownership of the Arbury Estate.	The allocation should not be limited to 1,525 dwellings as the 85ha site could provide c. 1,785 dwellings (35dph at 60%). Further details are required on the calculation for contributions required for the extension of Chaucers Surgery and Whitestone Surgery. Clarification required as to what community facilities are required, as well as on the contributions for the open space and habitat corridor, and how this will comply with CIL pooling regulations. In line with NPPF para 73, the Council must provide up to date evidence on the need for allotments and set out how the proposed size of the allotment site has been calculated. Greater continuity within the strategic allocation requirements. More detail required on the contributions sought towards a secondary school and how this will apply with CIL regulations and pooling restrictions. Further confirmation is sought on the extract contribution that HSG2 should make to local bus services. Further clarification is required as to how much HSG2 should contribute to several A444 improvement works. Confirmation on the exact contribution required for local sewage network improvements and how this has been calculated. More evidence required to justify the requirement for contributions towards the extension of allotments sites. Further clarification sought on the justification for physical activity and sports provision contributions and how these have been calculated. Criterion 15 (improvements to the urban edge) should be	The proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum. The quantum of development proposed is indicative at this time and will be assessed further as detailed masterplans and detailed applications emerge. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA and considered in the Sustainability Appraisal. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies and are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked
2.0034	2.0034.13	Michael Davies	Savills	N/A	The Arbury Estate	N/A	HSG4	Local Plan	Yes	No	No	Yes	N/A	The proposed allocation could provide more dwellings to help meet the HMA shortfall. The site is not within the Green Belt so should be considered by the Council. There are issues on whether all of the policy requirements set out are viable for a 689 dwelling development.	Clarification is sought on the proportion of the proposed dwellings that would be located within the Arbury Estate's land. Considered that the allocation can be expanded to provide more dwellings to meet the housing shortfall. Further clarification is required in relation to many of the developer contributions expected by HSG4. In particular further clarification is required in relation to financial contributions sought for the park on Heath Road/Newton Road and Miners Welfare Park, provision of on-site bus infrastructure and transport improvements along Woodlands Lane or Bedworth Lane as these have not been referred to in the IDP. Requirement for a Primary school must be subject to viability testing. Request that the requirement relating to the retention of Nook LWS is removed as it is unnecessary.	The site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this time and will be assessed further as a Masterplan and detailed applications emerge.
2.0034	2.0034.14	Michael Davies	Savills	N/A	The Arbury Estate	N/A	SA1	Local Plan	Yes	No	No	Yes	N/A	SA1 is superfluous as the strategic allocations and their requirements are dealt with in following pages of the Plan on a site by site basis.	Policy SA1 is not required and should be removed. If it is to remain there should be a list of evidence documents within the supporting text to support this policy.	The requirements are considered to be appropriate and justified to ensure protection of key site features and to inform design principles and infrastructure requirements for strategic sites.
2.0034	2.0034.15	Michael Davies	Savills	N/A	The Arbury Estate	N/A	NE1	Local Plan	Yes	No	Yes	No	N/A	There is no justification for the specific 8m requirement.	Clarification is sought on where the Council's requirement for a 8m easement has been derived from.	Noted. This information was provided to the Council by the Environment Agency .
2.0034	2.0034.16	Michael Davies	Savills	N/A	The Arbury Estate	N/A	HS1	Local Plan	Yes	No	Yes	Yes	N/A	There is no specific detail within the policies about what specific infrastructure each of the sites should contribute to and what their contribution should be. This is potentially a major issue for viability.	The proposed strategic allocations policies should be more specific on the exact financial contribution that each site should make. Currently, it is not clear how the costs will be apportioned amongst the strategic allocations and further evidence is required in this regard.	The strategic site policies and the IDP identify the key requirements.
2.0034	2.0034.2	Michael Davies	Savills	N/A	The Arbury Estate	N/A	DS2	Local Plan	Yes	No	No	Yes	N/A	To assist in meeting Coventry's needs as well as NBBC's own needs, more housing should be focussed around Bedworth as it is the closest and most sustainable settlement to Coventry's LA boundary. Queries raised regarding the Accessibility & Settlement Hierarchy Study 2011: 1) the evidence document should be brought up to date - it is not inline with NPPF Para158; 2) Did the study review the services and facilities outside of the Borough's boundary? Areas of land within the Borough close to Coventry's boarder may be more accessible than this study has concluded if they are close to Coventry's services and facilities.	Bedworth should play a greater role in providing housing and employment as it is the closest settlement to Coventry. The Accessibility and Settlement Hierarchy Study 2011 should be updated.	The approach to the settlement hierarchy is evidenced in the NBBC Settlement Analysis Report (2011), as referred to in the supporting text to Policy DS2. As stated at para 5.7 of the supporting text, the close proximity of other settlements outside of the Borough boundary are of relevance in considerations regarding settlement hierarchy and roles of settlements. The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington can be considered to be a sustainable settlement, whereas Keresley and Ash Green/Neal's Green are considered less sustainable settlements, when compared with Bulkington. Whilst there are some clear similarities in terms of the facilities and services on offer between Nuneaton and Bedworth, Nuneaton has over three times the amount of facilities and services than Bedworth. Bedworth, as a defined town, therefore ranks second in the hierarchy.
2.0034	2.0034.3	Michael Davies	Savills	N/A	The Arbury Estate	N/A	DS3	Local Plan	Yes	No	Yes	No	N/A	Generally support this policy but object to the requirement that to be acceptable all proposals require a positive impact. A neutral effect should still be considered acceptable. As a minimum the Council should clarify how 'a positive impact' can be defined, or determined.	Define more clearly what is meant by 'positive impact' in the supporting text.	The policy states that development within the settlement boundaries will be acceptable subject to there being a positive impact on amenity, the surrounding environment and local infrastructure. The NPPF is clear that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework.
2.0034	2.0034.4	Michael Davies	Savills	N/A	The Arbury Estate	N/A	DS4	Local Plan	Yes	No	No	Yes	N/A	The Coventry and Warwickshire Housing Market Area MoU proposes that NBBC should plan for 4,020dwellings and 26ha of employment to meet the HMA OAN, The Borough's minimum requirement should therefore be 14,060 dwellings and 113ha of employment. The figures in Policy DS4 would result in a HMA shortfall of 2,092dwellings and 9.4ha Employment, and does not comply with DoC and is unsound. The Council should clarify that a 10%buffer has been applied to the requirement within the supporting text of Policy DS4. The Council can not demonstrate a 5YHLS.	Additional land controlled by the Arbury Estate can be brought forward to meet the housing and employment land shortfall, including sites referenced at 148 and 149 in the 2016 SHLAA, which together could deliver c.966 dwellings. Site referenced 115 in the 2016 SHLAA should be considered as part of a comprehensive Strategic Urban Extension together with proposed HSG2 allocation, to provide more than 1,525 dwellings. Between the Submission and Publication versions of the plan, the southern part of site EMP4 (c. 5ha) has been removed and should be reinstated. ECO3 - South of East Keresley should also be included to contribute 8.55ha towards the shortfall. Land to the east of Bermuda Park owned by Arbury Estate could also form a logical extension.	Noted. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a
2.0034	2.0034.5	Michael Davies	Savills	N/A	The Arbury Estate	N/A	DS5	Local Plan	Yes	No	No	Yes	N/A	Support the allocation of HSG2 and HSG4 in principle. Consider that they could both be extended to provide more dwellings to help meet the HMA housing shortfall.	Additional land should be allocated around HSG2 and HSG4.	Noted. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0034	2.0034.6	Michael Davies	Savills	N/A	The Arbury Estate	N/A	DS6	Local Plan	Yes	No	No	Yes	N/A	Support the principle of employment allocation at Faultlands, subject to comments made on behalf of the Estate in direct response to Policy EMP1 and its associated criteria.	The allocation EMP4 should be expanded to include land to the south.	Noted.
2.0034	2.0034.7	Michael Davies	Savills	N/A	The Arbury Estate	N/A	DS7	Local Plan	Yes	No	No	Yes	N/A	Object to the current approach as it does not release sufficient land from the Green Belt to meet its OAN for housing or employment. Additional land that is both suitable and available could be released.	The Council claims it does not have enough brownfield land to accommodate housing and employment requirements. If this is the case, more land should be released from the Green Belt.	The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).

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2.0034	2.0034.8	Michael Davies	Savills	N/A	The Arbury Estate	N/A	EMP1	Local Plan	Yes	No	No	Yes	N/A	The policy is unduly prescriptive and onerous, making unjustified requirements which have the potential to undermine its delivery. In relation to the key development principles: 1) Support the allocation for 26ha of employment land; 2) recommends amendments to wording; 4) Unclear what is meant by enhancement and what the cost would be. Any necessary enhancement must be subject to cost/viability. Recommends rewording. 6) & 7) - The majority of the site is within 400m radius of the existing bus stops, therefore it is unnecessary to divert frequent local bus services into the site. 8) it is unclear what criterion 8 is seeking to achieve and further clarification is necessary. 11) any financial contribution would need to be justified and proven to meet the CIL requirement tests. 12) this is a detailed design matter, and the criterion is vague and unnecessary. 13) No evidence is provided to justify a requirement for ecological mitigation in the SW corner of the site. NE have no objection to development in the SW of the site. 17) Strongly object as the wording does not make sense from a design perspective. 18) The criterion is prescriptive and restrictive in principle, and no justification exists to support this detailed design objective. 19) Relates to a detailed design matter and should be removed. Supporting text para 6.132 - Strongly object to this paragraph, which is wholly contrary to the proposed allocation for B1/B2/B8. A restriction to B1/B2 uses would be significantly detrimental to the marketability of the site. Recommends the deletion of the paragraph. Supporting text para 6.133 - it is unclear how the requirement for ecological mitigation in the SW of the site is justified. Removal of the text is sought.	Amend wording of second key development principle to "Any transport improvement/upgrades along Coventry Road/Gipsy Lane demonstrated to be necessary as a result of further testing and detailed modelling". Amend wording of fourth key development principle to "Subject to viability testing, a financial contribution…". Request the removal of both criterion 6 and 7 as they are not justified or necessary. Further clarification as to what criterion 8) is seeking to achieve. Remove criterion 12) as it is vague and unnecessary. Remove the request for ecological mitigation and enhancement in the SW corner of the site as it is unjustified, unnecessary and unduly restrictive. 18) Removal requested as it is too prescriptive and restrictive. Supporting text para 6.132 - Recommends deletion of the paragraph given its real potential to undermine the overarching objection of EMP4. Supporting text para 6.133 - Recommends deletion of the paragraph as it is unclear how the requirement for ecological mitigation in the SW of the site is justified. Further clarification is sought to justify criterion 7 in relation to provision of a suitable sewage connection. Evidence is required to justify the level of screening that is proposed along the norther, eastern, western and southern boundaries.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Where it is believed that a particular constraint/requirement would be difficult to mitigate entirely, or unviable, the site was automatically considered not to be deliverable. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees, and are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward necessary requirements. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development, and be supported by appropriate assessments. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and
2.0034	2.0034.9	Michael Davies	Savills	N/A	The Arbury Estate	N/A	EMP4	Local Plan	Yes	No	No	Yes	N/A	EMP4 should be extended to incorporate land to the south, which was included in the Submission version of the Plan. Specific details are required in relation to the financial contributions that would need to be made to Borough wide highway infrastructure improvements to the A444 corridor. Further clarification is sought on what contribution is required in relation to the delivery of biodiversity enhancement on land to the south of Centenary Way. Further clarification is sought to justify criterion 7 in relation to provision of a suitable sewage connection. Evidence is required to justify the level of screening that is proposed along the norther, eastern, western and southern boundaries. Requirement for colour graduation on elevations is a detailed design matter.	Land to the south of the site (which was included in the Submission version of the Plan) should also be allocated for employment. Specific details are required from the Council on what contributions site EMP4 should make towards Borough wide strategic highway infrastructure works identified within the A444 corridor. Further clarification is sought on what contribution is required in relation to the delivery of biodiversity enhancement on land to the south of Centenary Way. Requirement for colour graduation on elevations is a detailed design matter and should be removed from the strategic allocation policy. The Council should consider a tariff approach to enable appropriate levels of s106 contributions to be made if equalisation is not possible.	The ecology and geodiversity study 2016 stated that the land south of EMP4 should be retained as a Local Wildlife Site. The site specific evidence base and strategic policy work considered physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the development should have been established, however further consideration will be given through Masterplans and application submissions as they emerge. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions. As sites come forward, developers will be encouraged to engage in dialogue early with the Borough Council and other
2.0035	2.0035.1	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Bedworth Glebe Estate Company Ltd	B	DS5	Local Plan	N/A	No	N/A	No	N/A	Policy is unsound. Not positively prepared and not consistent with NPPF and fails to meet objectively assessed affordable housing requirements.	Allocate site at Bowling Green Lane as a 100% affordable housing allocation.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0035	2.0035.2	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Bedworth Glebe Estate Company Ltd	B	DS7	Local Plan	N/A	No	N/A	No	N/A	Policy is unsound. Not positively prepared and not consistent with NPPF and fails to meet objectively assessed affordable housing requirements.	Include amendment to DS7 to allow exception sites for 100% affordable housing.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0035	2.0035.3	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Bedworth Glebe Estate Company Ltd	B	Entire Document	Proposals Map	N/A	No	N/A	No	N/A	Policy is unsound. Not positively prepared and not consistent with NPPF and fails to meet objectively assessed affordable housing requirements.	N/A	The SHMA makes recommendations about the size of dwellings for market and affordable housing, taking account of a range of factors that influence demand including demographic changes and market factors. The SHMA is regularly updated to respond to these changes and to provide a current evidence base.
2.0035	2.0035.4	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Bedworth Glebe Estate Company Ltd	B	H2	Local Plan	N/A	No	N/A	No	N/A	In current form there is no prospect of the Plan delivering sufficient affordable housing to meet the identified need over Plan period. The Plan fails to provide a strategy that has any prospect of meeting said affordable requirements.	Increasing the percentage of affordable housing on sites over 10 units. Increasing the overall housing figure in the Plan. Allocating specific sites to meet affordable housing need. Allow exception policy to allow 100% affordable housing on sites on edge of existing settlement where there is identified need.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The policies put forward in the Borough Plan seek to achieve the highest percentage for sites given their individual circumstances in order to meet the identified need. The proportion of affordable housing provision stated within the policy (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability.
2.0036	2.0036.1	Andrew Wintersgill	David Lock Associates	N/A	Trenport Investments ltd	N/A	DS5	Local Plan	Yes	Yes	Yes	Yes	Wishes views to be heard.	Proposed allocation at Gipsy Lane (HSG3) is strongly supported. Site is highly deliverable and sustainable. Strong sustainability performance evidenced in the SA. Number of dwellings cited in the SA is not consistent with what is proposed in the Plan.	References in the SA to 432 dwellings should be corrected to 575.	Noted. The proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum. The number of units that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate evidence, as they emerge.
2.0036	2.0036.2	Andrew Wintersgill	David Lock Associates	N/A	Trenport Investments ltd	N/A	HSG3	Local Plan	Yes	Yes	Yes	Yes	Wishes views to be heard.	Strongly supported. Highly deliverable. The three proposed 'key development principles' for the site do not meet the required tests of soundness. The Infrastructure Delivery Plan identifies certain items in relation to the site that do not relate to the proposed key principles.	References in the SA to 432 dwellings should be corrected to 575. principle 10 to be reworded to read 'contribution towards enhancements to canal towpath and Turnover bridge to facilitate cycle usage'. The first sentence of the proposed principle 22 should be deleted as a consequence of our proposed rewording of principle 10, thereby rendering the principle 22 effective. principle 23 should be deleted to ensure the rest are justified. IDS within the IDP should be revised by removing the infra items relating to policy HSG3 not provided for under the 'key development principles' for that strategic site.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, or the development would not be viable, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with stakeholders and statutory consultees to consider the potential implications of the Borough Plan, and to consider the requirements for necessary improvements and mitigation. It is considered that the requirements of the policy are positively prepared, justified, effective and consistent with national policy.
2.0036	2.0036.3	Andrew Wintersgill	David Lock Associates	N/A	Trenport Investments ltd	N/A	DS7	Local Plan	Yes	Yes	Yes	Yes	Wishes views to be heard.	The removal of Gipsy Lane from the greenbelt is strongly supported.	N/A	Noted.
2.0037	2.0037.1	Andrew Ward	RG+P Ltd	Tracy Harrison	N/A	O	Entire Document	Proposals Map	Yes	Yes	Yes	No	N/A	Land off The Birches, Bulkington should be released from the greenbelt. Provide excellent greenbelt opportunities. 5 options for the release of the land.	Include land off The Birches, Bulkington to be released from the greenbelt.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).

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2.0038	2.0038.1	Chontell Buchanan	First City Limited	Heidi Davis	The Archdiocese of Birmingham	N/A	DS5	Local Plan	Yes	No	No	Yes	To give objector an opportunity to talk t the Inspector and put their case to them.	Welcome the acknowledgement of Ash Green/Neal's Green in the Plan as a settlement to support additional development, although consider it has additional capacity to support further development. Highly sustainable settlement.	Land south of New Road should be allocated for residential development.	The settlement hierarchy reflects the level of service provision within each settlement. Nuneaton and Bedworth, as towns, are considered to be the most sustainable of all settlements in the Borough. Bulkington, Keresley and Ash Green/Neal's Green are considered less sustainable as they do not benefit from the same level of key services and facilities as Nuneaton or Bedworth (e.g. hospital, secondary school, College or further education school, town centre, industrial estate) and therefore can not support the same level of growth as residents will be reliant on travelling by private car to access key basic services and facilities. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0038	2.0038.2	Chontell Buchanan	First City Limited	Heidi Davis	The Archdiocese of Birmingham	N/A	DS2	Local Plan	Yes	No	No	Yes	To give objector an opportunity to talk to the Inspector and put their case to them.	N/A	Ash Green/Neal's Green should be identified as a higher category in the hierarchy. Should not be identified as a local centre.	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. When land parcels were assessed for their suitability for strategic allocation, the criteria looked at the ability of the parcel to support the respective role of the settlements. Bulkington has significantly less services than Bedworth, but scores a much higher sustainability score than Keresley and Ash Green/Neal's Green, which have roughly the same level of provision. This would indicate that Bulkington is a sustainable rural settlement and also more sustainable than Keresley and Ash Green/Neal's Green. The lower tiered settlements do not benefit from the same level of key services and facilities and therefore can not support the same level of growth as residents will be reliant on travelling by private car to access key basic services and facilities.
2.0038	2.0038.3	Chontell Buchanan	First City Limited	Heidi Davis	The Archdiocese of Birmingham	N/A	DS4	Local Plan	Yes	No	No	Yes	To give objector an opportunity to talk t the Inspector and put their case to them.	Do not consider the Plan sound as there should be greater levels of development. Consider the Council can accommodate more on land south of New Road, Ash Green.	Land at New Road, Ash Green has the capacity to accommodate a significant number of dwellings. Site which are used to accommodate overspill should have strong links and within a close proximity of the authority it is meant to assist. Should be allocated for residential development to assist the shortfall. housing figure should be increased.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR). The housing numbers set out in the allocations indicate the approximate minimum numbers of units required to be delivered on each site. The figures are based on the evidence provided through the 'Call for Sites' by land owners and are not intended to be prescriptive, or a specified maximum or minimum, but a target figure. The number of units that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate
2.0039	2.0039.1	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Mr T Duggins	B	DS5	Local Plan	N/A	No	N/A	No	N/A	Policy is unsound. Not positively prepared and not consistent with NPPF and fails to meet objectively assessed affordable housing requirements.	Allocate site at Burbage Lane, Ash Green as a 100% affordable housing allocation.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0039	2.0039.2	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Mr T Duggins	B	DS7	Local Plan	N/A	No	N/A	No	N/A	Policy is unsound. Not positively prepared and not consistent with NPPF and fails to meet objectively assessed affordable housing requirements.	Include amendment to DS7 to allow exception sites for 100% affordable housing.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0039	2.0039.3	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Mr T Duggins	B	Entire Document	Proposals Map	N/A	No	N/A	No	N/A	Policy is unsound. Not positively prepared and not consistent with NPPF and fails to meet objectively assessed affordable housing requirements.	N/A	The SHMA makes recommendations about the size of dwellings for market and affordable housing, taking account of a range of factors that influence demand including demographic changes and market factors. The SHMA is regularly updated to respond to these changes and to provide a current evidence base.
2.0039	2.0039.4	Roy Spruce	Picea Design Ltd	N/A	Trustees of the Joseph Lole Will Trust & Mr T Duggins	B	H2	Local Plan	N/A	No	N/A	No	N/A	In current form there is no prospect of the Plan delivering sufficient affordable housing to meet the identified need over Plan period. The Plan fails to provide a strategy that has any prospect of meeting said affordable requirements.	Increasing the percentage of affordable housing on sites over 10 units. Increasing the overall housing figure in the Plan. Allocating specific sites to meet affordable housing need. Allow exception policy to allow 100% affordable housing on sites on edge of existing settlement where there is identified need.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The policies put forward in the Borough Plan seek to achieve the highest percentage for sites given their individual circumstances in order to meet the identified need. The proportion of affordable housing provision stated within the policy (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability.
2.0040	2.0040.1	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	DS1	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Its is entirely inappropriate that the Woodlands site should be limited to a proposal of 689 dwellings	Ensure there is a change in circumstances to justify exceptional circumstances.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The housing numbers set out in the allocations indicate the approximate minimum numbers of units required to be delivered on each site. The figures are based on the evidence provided through the 'Call for Sites' by land owners and are not intended to be prescriptive, or a specified maximum or minimum, but a target figure. The number of units and density of development that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate evidence, as they emerge.
2.0040	2.0040.10	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	Entire Plan	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	The sustainability assessment failed to consider all reasonable alternatives for housing growth and failed to explain the results of the strategic housing site appraisals. Assessment is not transparent. Cumulative impacts of the Plan have not been properly assessed. the report fails to comply with the regs and guidance. Failure of the SA to discuss whether the sites are in or out of the greenbelt boundary in the context of sustainable development. Duty to cooperate has not been met throughout the process. Plan not sound or positively prepared, justified, effective or consistent with national policy.	Council should consider the consequences for sustainable development of channelling development towards urban areas inside of the greenbelt boundary, towards towns and villages inset within the greenbelt.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. All the housing policies (HSG 1-3) and allocations (HSG 1-11) scored well against the SA's social objectives. It is the Council's intention to bring forward a range and mix of housing tenures during the plan period to support the planning of high levels of economic growth. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option.

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2.0040	2.0040.2	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	DS3	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Its is entirely inappropriate that the Woodlands site should be limited to a proposal of 689 dwellings.	Ensure there is a change in circumstances to justify exceptional circumstances.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The housing numbers set out in the allocations indicate the approximate minimum numbers of units required to be delivered on each site. The figures are based on the evidence provided through the 'Call for Sites' by land owners and are not intended to be prescriptive, or a specified maximum or minimum, but a target figure. The number of units and density of development that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate evidence, as they emerge.
2.0040	2.0040.3	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	DS4	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Question whether the Council have demonstrated that it cannot provide for all of the houses identified in the MoU.	NBBC should delay the submission of its Plan to allow for the outstanding issues raised on its SHLAA and duty to cooperate.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0040	2.0040.4	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	DS5	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Is not consistent with paragraph 173 of the NPPF and no guidance provided as to the likely scale of obligations and policy burdens that may affect their deliverability.	Ensure consistency with national policy.	Following a thorough assessment of land available for development, the Borough Plan has sought to release sufficient land to provide a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA . Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
2.0040	2.0040.5	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	DS7	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Supports the inclusion of land south of Gypsy Lane.	Land south of Gypsy Lane should be removed from the Greenbelt and designated as a housing allocation that is deliverable.	Noted.
2.0040	2.0040.6	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	HSG4	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Object to allocation of Woodlands site for 689 dwellings. The site has never had full greenbelt status. Inappropriate that the site should be limited to a proposal of 689 dwellings. The northern half of HSG4 and its receiving environment have the capacity to accommodate proposed development. Council's evidence to support the Plan is seriously flawed.	Additional land could be included, request that additional land controlled by A R Cartwright Ltd be included. Additional work needs to be undertaken for the allocation to accommodate 1,300 dwellings.	The site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this time and will be assessed further as a Masterplan and detailed applications emerge.
2.0040	2.0040.7	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	HSG7	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Object to this policy.	Production of further evidence to demonstrate the exceptional circumstances required to justify the release from the greenbelt.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach.
2.0040	2.0040.8	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	HSG8	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Object to this policy.	Production of further evidence to demonstrate the exceptional circumstances required to justify the release from the greenbelt.	In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development.
2.0040	2.0040.9	Gregory Mitchell	Framptons	Nicola Lea	AR Cartwright Limited	N/A	HSG9	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Object to this policy.	Production of further evidence to demonstrate the exceptional circumstances required to justify the release from the greenbelt.	Noted.
2.0041	2.0041.1	Gregory Mitchell	Framptons	Richard Brown	Summix Ltd	N/A	DS4	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	The land was not considered to be sensitive landscape. Policy has not complied with the duty to cooperate. No justification of the release of land from greenbelt in the local plan. Not in accordance with the NPPF.	Land north of Ansley Road, Nuneaton should be removed from the greenbelt and designated as a housing allocation that is deliverable in the short term.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
2.0041	2.0041.2	Gregory Mitchell	Framptons	Richard Brown	Summix Ltd	N/A	DS5	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Objection is made in relation to this policy and the supporting evidence base. Site at land north of Ansley Road should be allocated as housing in DS5.	Site at land north of Ansley Road should be allocated as housing in DS5.	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, the land was not considered suitable for development.
2.0041	2.0041.3	Gregory Mitchell	Framptons	Richard Brown	Summix Ltd	N/A	DS7	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Ansley Road Nuneaton	Land north of Ansley Road Nuneaton should be removed from the greenbelt and designated as a housing allocation that is deliverable in the short term.	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, the land was not considered suitable for development.
2.0041	2.0041.4	Gregory Mitchell	Framptons	Richard Brown	Summix Ltd	N/A	HSG7	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Object to policy HSG7	Production of further evidence to demonstrate the exceptional circumstances required to justify the release from the greenbelt.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach.
2.0041	2.0041.5	Gregory Mitchell	Framptons	Richard Brown	Summix Ltd	N/A	HSG8	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Object to policy HSG8	Production of further evidence to demonstrate the exceptional circumstances required to justify the release from the greenbelt.	In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development.
2.0041	2.0041.6	Gregory Mitchell	Framptons	Richard Brown	Summix Ltd	N/A	HSG9	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Object to policy HSG9	Production of further evidence to demonstrate the exceptional circumstances required to justify the release from the greenbelt.	Noted.
2.0041	2.0041.7	Gregory Mitchell	Framptons	Richard Brown	Summix Ltd	N/A	NE2	Local Plan	No	No	No	Yes	Issues raised merit consideration in the oral part of the examination	Objection is made to NE2 and the supporting evidence base.	N/A	Noted.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
2.0042	2.0042.1	Lance Wiggins	Landmark Planning	N/A	FCC Environment	N/A	DS4	Local Plan	Yes	No	No	Yes	N/A	The figures presented demonstrate that NBBC is not making the full provision for the additional 4,200 dwellings required to meet the needs of Coventry (para 5.20). The test suggests only 2,330 dwellings can be accommodated. This leaves a shortfall of 1,690 dwellings unaccounted for.	HSG11 is estimated to accommodate 200 dwellings on land to the east of Coventry Canal. However land to the west of Coventry Canal is also available for development and could accommodate 200 dwellings. This could be available immediately on a pdl and assist the needs of the Borough and Coventry.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR). The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. This area of land was not put forward for the Council to consider for future development during this process.
2.0042	2.0042.2	Lance Wiggins	Landmark Planning	N/A	FCC Environment	N/A	DS5	Local Plan	No	No	No	Yes	Wishes to participate in the examination to put forward the case for the allocation of the whole site as a sustainable development.	Land at Judkins, Tuttle Hill has been promoted for development in the 2015 SHLAA and in previous consultations. HSG11 omits a significant part of the site to the west of Coventry Canal which has the potential to accommodate a further 200 dwellings. The land is PDL and located within the development limits of the town. It is not Green Belt which is relied on by the Council to meet its housing needs. Wishes to participate in the examination to put forward the case for the allocation of the whole site as a sustainable development.	Allocate the whole site at Judkins, north of Tuttle Hill for residential development (c400 dwellings) together with ancillary retail/community facilities.	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Ecology and Geodiversity Assessment 2016 recommended that this portion of the site should not be taken forward for development.
2.0042	2.0042.3	Lance Wiggins	Landmark Planning	N/A	FCC Environment	N/A	HSG11	Local Plan	No	No	No	Yes	Allocates land on the eastern side of the Coventry Canal on the north side of Tuttle Hill. The site has been consistently promoted for the wider site on both sides of the Canal and consider that the site could accommodate up to 400 dwellings with other elements of a mixed use. the site constitutes previously development land outside of the green belt. it is capable of being a sustainable development and arguably preferable to a number of other allocated sites listed in policy NB2. the allocation of the site would assist the council in meeting the objectives of the Plan. Para 6.120 excludes the land to the west of the Canal from consideration as an allocation because of ecological credentials, citing Judkins Quarry Local Wildlife Site (LWS), LWS are the lowest of the ecologically protected sites and it is premature to state that the land can not be developed. the owners are commissioning a detailed ecological appraisal of the site to include an assessment of whether great crested newts are a significant constraint to development. Para 6.122 notes that there are two landowners, this is acknowledged and the two owners are committed to working together. the site is capable of accommodating c400 dwellings. Wishes to participate in the examination to put forward the case for the allocation of the whole site as a sustainable development.	Allocate the whole site at Judkins, north of Tuttle Hill for residential development (c400 dwellings) together with ancillary retail/community facilities.	N/A	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Ecology and Geodiversity Assessment 2016 recommended that this portion of the site should not be taken forward for development.
2.0042	2.0042.4	Lance Wiggins	Landmark Planning	N/A	FCC Environment	N/A	NE3	Local Plan	Yes	Yes	Yes	No	N/A	As indicated for HSG11 development proposed on both sides of the Coventry Canal and a detailed ecological appraisal of the land will be prepared. the clients are entirely committed to ensuring that existing habitats are protected and that new linkages and networks develop as required by the second paragraph of policy NE3. In the event of any adverse impact, a mitigation strategy would be prepared for approval.	N/A	Noted. The NPPF states that Councils should plan positively to create, protect, enhance and manage networks of biodiversity. The policy accords with this requirement.
2.0042	2.0042.5	Lance Wiggins	Landmark Planning	N/A	FCC Environment	N/A	NE1	Local Plan	Yes	Yes	Yes	No	N/A	The text sits comfortably with the vision for the development at the Tuttle Hill site (HSG11). This includes the aim of improving the Coventry Canal for walkers and cyclists. It should be noted however that the aim of conserving existing quarry sites may not be entirely consistent with the Borough's housing aims. Furthermore if the requirement to ensure an 8 metre easement for all watercourses includes the Coventry Canal this may make compliance with other aspirations difficult to achieve. A more flexible approach may be more appropriate in such cases.	A more flexible approach may be more appropriate in such cases.	Noted.
2.0043	2.0043.1	Fergus Sykes	Pegasus Group	N/A	Dominos Pizza UK	R (Councils Website)	HS5	Local Plan	Yes	No	No	Yes	N/A	The policy is not sound in accordance with para 182 of the NPPF. It has not been positively prepared and does not meet the objectively assessed development. It refers to 'A3-A5' uses, it is assumed this would also refer to A4 drinking establishments, however the policy makes no reference to Class A4 uses. The policy assumes that restaurants and hot-food takeaways are contributors to obesity and health issues. However, the supporting text to the policy (para 10.49) acknowledges that there is no conclusive evidence to support the policy, therefore there is no justification based on proportionate evidence. This is also the case with evidence put forward at para 10.50 to justify the arbitrary distance. it restricts A3-A5 uses within 400m of secondary schools and this effectively prevents numerous town centres within the district being suitable locations of A3-A5. the evidence base to the policy, the Health Impact Assessment - Ben Cave Associates 2014, p43, para 7.6.16 - appears to merely review other authorities who have implemented similar policies, but does not in itself justify the imposition of a boundary. there is no detailed analysis and no consideration of the implications of doing so. this effectively imposes a moratorium on A3-A5 uses. the policy is not consistent with national policy, the glossary of the NPPF, as well as para 24 of the NPPF in relation to a sequential test. the policy appears to suggest that even is the proposal for an A3 or A5 use is located within a town, district or local centre, if they are outside of Nuneaton or Bedworth, a sequential assessment would be require. the sequential test should only apply for edge or out of centre developments. it is also inconsistent with NPPF paras 18-22 which seek to encourage growth and not restrict it. there is no consideration of potential harm of	N/A	The policy is considered sound and in conformance with the NPPF. Comments on policy HS5 are noted.
2.0044	2.0044.1	Michelle Simpson-Gallego	Pegasus Group	N/A	Kent Tavern Developments Limited	N/A	DS5	Local Plan	Yes	Yes	Yes	N/A	N/A	Client controls the New Inn, Bulkington which has been listed as one of the Borough Council's non-strategic residential allocations. This site was previously identified in a 'Call for Sites' submission and representations were made to the Submission version of the Plan in December 2015. The site constitutes previously developed land in the built up area immediately adjacent to existing services and facilities, and as sustainable location. The proposed allocation of the New Inn as Site reference NUN065 for 30 dwellings is fully supported. A resolution to approve a planning application (ref. 034236) was agreed at committee 10th Jan 2017 for 14 dwellings. A higher density of development can come forward with an alternative scheme and as such the proposed allocation for up to 30 dwellings if fully supported.	N/A	Noted.
2.0045	2.0045.1	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	Entire Plan	Local Plan	No	No	No	Yes	N/A	Planning application submitted January 2017 for Land at Callendar Farm (ref: 034615) for 850 dwellings. Wishes to participate at examination to highlight concerns relating to the soundness of the plan as a whole which need to be explored through the oral part of the examination. Documents provided include: representations and three appendices (site location plan; representation form; and unmet housing need & DtC rep form) and separate Background document.	N/A	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Any additional land required to secure the development should have been established, however further consideration will be given through Masterplans and application submissions as they emerge. The Landscape Capacity Study 2017 identified that this area was not suitable for development and the land south of the A5 and north of HSG1 should be retained as a farmland buffer.
2.0045	2.0045.10	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	DS5	Local Plan	No	No	No	Yes	N/A	Concern insufficient sites have been identified. HSG1 unlikely to come forward for residential development. Part of the land is not under the control of a developer and there is uncertainty if the north eastern part can come forward. Land at Callendar Farm, Phase 2 lies adjacent to the A5 corridor which falls outside of the HSG1 allocation boundary represents an appropriate extension of existing HSG1 allocation area where residential development can come forward with no such availability / deliverability constraints.	Part of the land HSG1 is not under the control of a developer and there is uncertainty if the north eastern part can come forward. Land at Callendar Farm, Phase 2 lies adjacent to the A5 corridor which falls outside of the HSG1 allocation boundary represents an appropriate extension of existing HSG1 allocation area where residential development can come forward with no such availability / deliverability constraints.	The figures are based on the evidence provided through the 'Call for Sites' by land owners who wish to see their site developed. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the suitability, availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is widely accepted that, for a variety of reasons (for example contamination, viability or a change in landowner's circumstances), a site may not be delivered as quickly as expected or sometimes may not be delivered at all. For this reason a buffer of 10% has been included to take into account the non-delivery of sites.
2.0045	2.0045.11	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	DS6	Local Plan	No	No	No	Yes	N/A	There is concern that more recent economic forecasts have not been tested in the context of housing modelling and therefore there may be insufficient dwellings and infrastructure to provide for economic and business needs.	N/A	The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
2.0045	2.0045.12	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	SA1	Local Plan	No	No	No	Yes	para 6.2 some of the requirements set out which will be used to assess future schemes are onerous and overly prescriptive. Para 6.6 the requirement for concept plans would introduce a further tier of policy for each of the proposed strategic allocations which is not necessary particularly given the site specific policies that are contained in the Borough Plan for each of the sites. the introduction of SPDs would lead to delay in the delivery of the sites. The proposed site specific allocation policies provide the necessary mechanism for determining any future planning application. Policy SA11 sets out 11 requirements on all strategic sites. this duplicates requirements in the site specific allocation policies as well as other environmental and built environment policies.	Delete 11 requirements to avoid duplication with other policies; remove need for concept plans.	N/A	The Borough Plan requires detailed site concept plans to be created and adopted as an SPD for each of the strategic site allocations. The Council considers that Masterplan documents are required for the strategic sites in order to ensure that sufficient guidance is provided to ensure high quality and coordinated delivery on each site. However, the requirement for masterplan documents is not intended to restrict development proposals from being developed or planning applications being submitted to the Council.
2.0045	2.0045.13	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	H1	Local Plan	No	No	No	Yes	N/A	Concern the SHMA does not consider in detail the locational characteristics which may influence dwelling provision on individual sites. It is important not to be overly prescriptive and that an indication of local need from the SHMA is sufficient.	The policy framework should be flexible and set out that housing mix is to be determined on a site by site basis depending on the needs of arising households and considering the mix in that particular location, as opposed to a blanket policy requirement.	The policy has been structured to allow flexibility to reflect new evidence, market factors and demographic changes that may occur locally over the plan period, and as well as any changes in government policy regarding housing options. The policy is informed by the SHMA, which assesses the full local housing need, based on statistical evidence and survey data, and makes informed recommendations about the required mix of all housing types. A range of factors that influence demand are all accounted for in the SHMA process. The SHMA is regularly updated to respond to such changes and to provide a current evidence base that informs decision-making related to housing and planning.
2.0045	2.0045.14	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	H2	Local Plan	No	No	No	Yes	N/A	Reviewed the Affordable Housing Background Paper April 2016 and on basis of 560 pa, AH requirement of between 35-57%, and if 812pa then 24-39%. Given the annual dwelling requirement of 669 dwellings per annum is proposed, it is unclear what the affordable housing requirement should be. The policy proposes potentially a lower percentage and therefore the AH need will not be met. Delivering more market homes will assist to deliver more affordable homes. Another consideration is viability. In terms of mix, the concerns raised in regard to market mix are also applicable.	N/A	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The policies put forward in the Borough Plan seek to achieve the highest percentage for sites given their individual circumstances in order to meet the identified need. The proportion of affordable housing provision stated within the policy (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability.
2.0045	2.0045.15	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	E1	Local Plan	No	No	No	Yes	N/A	The wording of the policy needs to be flexible enough to respond to any future changes that may occur over the plan period and any subject updated to the Economic Development Strategy.	N/A	The Borough Plan accords with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through robust background evidence, to deliver sustainable employment and ensure a balance between new housing and jobs. The Plan has sought to respond to current trends of out commuting and dependency on manufacturing and distribution, with an Economic Development Strategy to attract wider investment and by securing a more diverse, competitive and robust local economy. The Strategy and requirements of Policy E1 focuses on growth in sectors where there are current strengths, and where evidence indicates there will be growth during the Plan period. The policy, along with national planning policy, is therefore considered sound.
2.0045	2.0045.16	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	HS1	Local Plan	No	No	No	Yes	N/A	Difficulty with the IDP 2017 to work out what is envisaged and little information is provided as to the extent of infrastructure, where the responsibility for the provision lies and how the infrastructure is to be appropriately phased.	N/A	The Council's IDP identifies the key infrastructure requirements associated with the Plan and planning proposals should have regard to this.
2.0045	2.0045.17	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	HS2	Local Plan	No	No	No	Yes	N/A	The final sentence of the policy refers to development proposals actively contributing to meeting the 15% modal shift requirement to non-car based uses by including revisions which promote more sustainable transport options. Cannot find any other reference in the Plan to a 15% modal shift and ensure what the Council is envisaging. it is difficult to see how the 15% is realistically ever going to be monitored and assessed.	N/A	This modal shift has been identified by the 2016 Strategic Transport Modelling Report and it identifies that the strategic site allocations should adopt a 15% modal shift target. The Strategic Transport Modelling report sets out para 1.20 that it is up to the individual site promoters to demonstrate the manner in which this 15% can be achieved, allowances have been made within the mitigation schedule for the delivery of £9.2 million of works to be included which will help deliver this mode shift target; this includes the following proposals: - Sustainable Transport contributions - Bus Priority enhancements - Long Shoot to Town Centre Cycle Route In addition Appendix C of the report sets out an addendum to provide that further detail regarding how improvements to walking, cycling and public transport will complement the wider transport strategy set out within the STA.
2.0045	2.0045.18	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	HS5	Local Plan	No	No	No	Yes	N/A	Two aspects require clarification. The policy sets out a HIA is required for all applications that meet the threshold requiring an Environmental Impact Assessment. However not every application that meets the EIA threshold requires an EIA. Secondly it refers to criteria identified in SPD Planning for a Healthier Area - Nuneaton and Bedworth, but as far as can ascertain the SPD does not exist.	N/A	Noted. Through the evolution of the Borough Plan, the impact on health has been considered through the Heath Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications.
2.0045	2.0045.19	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	HS6	Local Plan	No	No	No	Yes	N/A	It is unclear what the requirements of the policy actually are. A cross reference is provided to two other policies and four other documents and it is left to the reader to work it out for themselves.	N/A	This policy relates to NPPF paragraphs 70, 73 and 156 which sets out to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities such as sports venues to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic priorities for the area.'
2.0045	2.0045.2	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	Duty To Cooperate	Local Plan	No	No	No	Yes	N/A	in relation to the DtC - following the meeting of the Coventry, Warwickshire, and Hinckley & Bosworth Joint committee for Economic Growth and Prosperity on 8th March last, it is clear the council has not discharged the statutory Duty to Co-operate. It is agreed that NBBC has engaged with neighbouring authorities however it is questionable as to whether this has taken place in a positive manner. It is understood that there remains unmet housing need in the wider HMA due to NBBC taking less than what was requested. it remains unclear why this is the case as there is plenty of opportunities for sustainable growth in the Borough that can come forward in a complementary manner to that proposed. there is concern that as the larger local issue of meeting housing need has not been addressed, the DtC legal requirement is not satisfied. Wishes to participate at the examination to best represent their client's interests.	the council should delay submission of the Plan until this issue has been resolved, which should include the allocation of additional land for development. If the Inspector finds the Duty has not been met, the Plan cannot progress further, there is no scope to rectify a breach of the Duty after submission.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0045	2.0045.20	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	BE2	Local Plan	No	No	No	Yes	N/A	Changes made to the policy are welcomed.	N/A	Noted.
2.0045	2.0045.21	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	NE2	Local Plan	No	No	No	Yes	N/A	Criteria d) sets out new development should address deficiencies of open space. It is not the responsibility of developers to address existing deficiencies in an area and as such this should be deleted	N/A	Noted. Policy NE2 requires developments to address deficiencies within the development.
2.0045	2.0045.22	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	BE3	Local Plan	No	No	No	Yes	N/A	it is very prescriptive and in nature and seeks to require developments to deliver what policy acknowledges to be optional standards. This runs counter to the objectives of the Government to avoid setting additional local technical standards as set out in the Deregulation Bill. it sets out that detailed information to help developers will be set out in a SPD. SPDs are not subject to the same process as the Local Plan.	N/A	The policy is considered in accordance with the NPPF that states good design is indivisible from good planning and should contribute to making places better for people.
2.0045	2.0045.22	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	NE5	Local Plan	No	No	No	Yes	N/A	Land at Callendar Farm, Nuneaton can be developed in a manner which is consistent with these policy requirements	N/A	Comments noted.
2.0045	2.0045.3	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	DS4	Local Plan	No	No	No	Yes	identifies issues facing the borough but no acknowledgement of the wider issue in the HMA of being unable to accommodate sufficient housing to meet arising needs.	The fact that there is unmet housing need in the HMA should be recognised as an issue and accordingly addressed.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	**Name**	**Organisation**	**Name**	**Organisation**	**How did you find out about this Consultation? (A-R see key)**	**Policy number**	**Policies Map / Other document**	**Legally Compliant (yes / no)**	**Sound (yes / no)**	**Complies with Duty to Cooperate (yes / no)**	**Appearance at Examination (Yes/No)**	**Justification for Appearance at Examination**	**Summary of comment**	**Suggested Modifications**	**Officer response**
2.0045	2.0045.4	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	Chapter 4 (Vision and Objectives)	Local Plan	No	No	No	Yes	N/A	the vision fails to acknowledge the infrastructure required to support business and a workforce in particular housing needs. The objectives are broadly sound but objective 4 could be more specific for example the quantum of housing required to meet the OAN and any additional HMA unmet need. objective 4 only seeks to meet specialist housing groups, although important, the bigger picture is to meet the full housing needs and securing a step change in housing delivery.	meeting the needs of businesses including for a range of type and size of housing in different locations should be added to the vision. Objective 4 should refer to meeting the OAN and any unmet need.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to
2.0045	2.0045.5	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	DS1	Local Plan	No	No	No	Yes	this simply regurgitates NPPF para 14.	It does not add any local flavour and therefore it is not necessary.	N/A	Policy DS2 provides general principles for sustainable growth in the Borough during the plan period to 2031, reflecting national planning policy and guidance. This is intended to be an overarching policy that sits alongside specific topic or location based policies.
2.0045	2.0045.6	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	DS2	Local Plan	No	No	No	Yes	N/A	The general approach as a distribution strategy which directs most development to Nuneaton as a primary town, and the need for dispersal to some of the more sustainable settlements such as Bedworth and Bulkington is not overlooked. This spatial strategy is inherently sound and positively prepared. However para 5.7 outlines the close proximity in the north to the A5 and surrounding settlements, but this is not reflected in the policy itself. The Council should ensure the settlement hierarchy is not too restrictive and allows a mix of types of housing to come forward in a range of locations to maximise delivery.	The close proximity in the north of the Borough, along the A5 to the nationally significant MIRA technology park located within Hinckley Borough Council should be recognised.	The approach to the Settlement Hierarchy is based on the findings of the Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision, and directs development to the most sustainable locations. As stated at para 5.7 of the supporting text, the close proximity of other settlements outside of the Borough boundary are of relevance in considerations regarding settlement hierarchy and roles of settlements, and will inform decisions relating to the pattern of growth.
2.0045	2.0045.7	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	DS4	Local Plan	No	No	No	Yes	N/A	This policy is unsound on the basis it is not positively prepared, justified, effective nor consistent with National policy. Refers to the SHMA and update to review the dwellings in light of the latest demographic data publication. Whilst it is relevant to consider the most recent data, future growth trends should consider longer term past trends and economic forecasts as these better reflect what is likely to take place over a plan period. there are a number of concerns with the SHMA methodology, as outlined in previous representations: in the context of the latest modelling work, the economic forecasts used from the previous SHMA is likely to be out of date. In terms of meeting the need for 13,374 homes: no completions are listed for years 2011 to 2017 of the plan period, it is therefore unclear how many homes have been delivered from the sources of supply identified. Reserve position in relation to commenting on all of the components of supply until the further information is provided. 5 year housing land supply: housing supply likely to be less than 2.67 years, as the overall requirement figure has increased. The Council has not made any allowance for the non-implementation of committed supply and SHLAA sites 2016-2021. The Borough appear to have chosen to identify enough sites exactly to meet the dwelling requirement set out in the plan. There is concern that in reality not all sites come forward as and when anticipated by the Council or even developers. Concern NBBC is only accommodating 2,1118 of 4,20 dwellings required to provide for unmet need in the wider HMA. The Borough's housing need is 10,040 dwellings so subtracting from 12,158 means that 2,118 dwellings are provided for towards Coventry's unmet need, a shortfall of 1,902 dwellings. The SHLAA has no concluding tables quantifying	SHMA: consider longer term past trends and economic forecasts; consider the most recent data which will reflect employment trends in more recent years. Housing supply: council should provided completion figures for the identified sources; and also for the remaining homes, identify how many come forward in the short, medium and long term. 5 year supply: add a 10% discount to sources to make allowance for non-implementation recommended the council makes provision for its full share of the unmet housing and employment needs; encourages larger sites to come forward more quickly and identifies deliverable land in various locations across the borough.	The Plan accords with national planning policy and has been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The NPPF (para 159) requires Local Planning Authorities to prepare a SHMA to assess the full local housing need, based on statistical evidence and survey data. SHMAs are recognised as an effective tool for providing robust and credible information and data that can be used as part of an evidence base, to inform future policies and decision-making related to housing and planning. The SHMA will be regularly updated to respond to demographic changes and market factors. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is widely accepted that, for a variety of reasons (for example contamination, viability or a change in landowner's circumstances), a site may not be delivered as quickly as expected or sometimes may not be delivered at all. For this reason a buffer of 10% has been included to take into account the non-delivery of sites. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered
2.0045	2.0045.8	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	DS3	Local Plan	No	No	No	Yes	N/A	Much of the text repeats existing guidance set out in the NPPF	It should be simplified to remove the first paragraph. The two paragraphs should be consolidated to set out that '*new development in the settlement boundaries will be acceptable, subject to the remaining policies of the plan and new unallocated development outside the settlement boundaries will be limited to the following uses…*'	Noted.
2.0045	2.0045.9	Michelle Simpson-Gallego	Pegasus Group	N/A	Callendar Farm Limited	N/A	HSG1	Local Plan	No	No	No	Yes	N/A	The allocation of HSG1 as a strategic site is supported. it is considered that HSG1 could accommodate more development than currently proposed. Callendar Farm Ltd control a large area of land that forms part of the wider site. it could be extended up to A5 corridor to the north east adj. to Callendar Farm to maximise potential of development. the accompanying Background Document March 2017 provides an assessment of the suitability of the site. Committed to early delivery of the site, as evidenced in the current application. Within the Sustainability Appraisal Jan 2017, the site appears to be assessed, no reasons why the land could not come forward as part of the proposed allocation. Submission of outline planning application (ref 034615). Details provided in relation to the landscape buffer and development proposals. in landscape and visual terms, it is not within any specific landscape planning designation and only a small part lies within the 'Landscape Buffer' as described in HSG1. however the development can still contribute to a landscape setting. the site has good relationship with the existing and emerging urban area.one of the two parcels of land (SHLAA reference NUN 292) immediately adjoining the 'Hall' land has been included as part of HSG1 but there is uncertainty as to the development on this eastern part coming forward and being delivered.	allocate additional land adjoining HSG1 for residential development	In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The requirements have been informed by discussions with key stakeholders and service providers. The Borough Plan requires detailed site concept plans to be created and adopted as an SPD for each of the strategic site allocations. The Council considers that Masterplan documents are required for the strategic sites in order to ensure that sufficient guidance is provided to achieve high quality and coordinated delivery on each site. However, the requirement for Masterplan documents is not intended to restrict development proposals from being developed or planning applications being submitted to the Council. Masterplans will be considered as they emerge to assess the detailed elements. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0046	2.0046.1	Mark Sitch	Barton Wilmore LLP	Robert Griffin	Ecowharf Limited	B	DS4	Local Plan	Yes	No	Yes	Yes	N/A	Number of concerns in relation to the proposed housing requirement , the failure to accommodate the overspill from CCC in line with the MOU and the proposed phasing approach to delivery. Policy is not positively worded, implying the overall requirement is a maximum, inconsistent with NPPF para 47, particularly where there is an acknowledged shortfall of supply against the housing needs of the HMA. the 10% buffer to account for non delivery essentially sets the council planned to miss the requirement by some 10%. this is contrary to the NPPF to boost significantly the supply. Phasing of Housing Delivery: reliance on the latter part of the Plan Period for its housing delivery. the trajectory demonstrates that the LP as currently drafted plans for a cumulatively worsening shortfall of delivery against its requirement until at least 2020. Only after 2020 the LP will start to even tackle that shortfall. this is contrary to Para 47 NPPF. An overreliance on strategic allocations towards the latter part of the Plan leaves no flexibility to address any shortfalls against planned delivery should they arise. it is crucial that the Plan seeks to put in place mechanisms to bring forward a balanced delivery. it will require delivery of 800dpa for some 7 years, 5 of which will need to deliver 1000 homes each year. there is little evidence to suggest the Council is likely to achieve such a sustained high level of delivery. Housing Requirement - significant concerns to NBBC's approach to planning for the unmet needs of the HMA by failing to accommodate its share of the overspill from CCC. do not consider that the level if housing land identify as being deliverable by the SHLAA should be considered as the upper limit of what is sustainable in terms of housing delivery in NBBC. the correct assessment is dependent on the proper planning	The Council should maximise the availability of both strategic and non-strategic sites now, including through a further release of land from the Green Belt. Consideration must be given to potential impacts of releasing further land beyond that which has identified within the SHLAA 2016 which may include land which was discounted by the SHLAA and further release of Green belt Land. the potential impacts should then be assessed as part of a planning balancing exercise.	The policy is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a
2.0046	2.0046.2	Mark Sitch	Barton Wilmore LLP	Robert Griffin	Ecowharf Limited	B	DS5	Local Plan	Yes	No	Yes	Yes	N/A	Number of concerns in relation to the proposed housing requirement , the failure to accommodate the overspill from CCC in line with the MOU and the proposed phasing approach to delivery. The Policy is not positively worded, implying the overall requirement is a maximum, inconsistent with NPPF para 47, particularly where there is an acknowledged shortfall of supply against the housing needs of the HMA. The 10% buffer to account for non delivery essentially sets the council planned to miss the requirement by some 10%. This is contrary to the NPPF to boost significantly the supply. Phasing of Housing Delivery: reliance on the latter part of the Plan Period for its housing delivery. The trajectory demonstrates that the LP as currently drafted plans for a cumulatively worsening shortfall of delivery against its requirement until at least 2020. Only after 2020 the LP will start to even tackle that shortfall. This is contrary to Para 47 NPPF. An overreliance on strategic allocations towards the latter part of the Plan leaves no flexibility to address any shortfalls against planned delivery should they arise. It is crucial that the Plan seeks to put in place mechanisms to bring forward a balanced delivery. It will require delivery of 800dpa for some 7 years, 5 of which will need to deliver 1000 homes each year. There is little evidence to suggest the Council is likely to achieve such a sustained high level of delivery. Housing Requirement - significant concerns to NBBC's approach to planning for the unmet needs of the HMA by failing to accommodate its share of the overspill from CCC. Do not consider that the level if housing land identify as being deliverable by the SHLAA should be considered as the upper limit of what is sustainable in terms of housing delivery in NBBC. The correct assessment is dependent on the proper planning	Land at Hawkesbury Lane is an appropriate location to allocate new housing development and to help meet the shortfall from Coventry and can be achieved without conflicting with the purposes or function of the GB. The site could provide development within clearly defined boundaries and would not compromise the integrity of the surrounding landscape and may improve the landscape quality. the site is adjacent to the proposed urban edge of Coventry and is located in a spatially sustainable location. the enclosure of the sit to the south and west will minimise the effect of encroachment in the open countryside and provides a logical extension to the north of Coventry. the site is accessible to public transport links. Assessments undertaken as part of the SHLAA and JGBS are based on out of date position in relation to the identified needs of the HMA and proposed locations for growth. there are exceptional circumstances to justify the release and it would not conflict with the five purposes of the GB and the site should be allocated. the site is suitable, available and deliverable.	The policy is compliant with the requirement of NPPF para 47 in that it seeks to bring forward a significant level of employment and housing growth in the Borough between 2011 and 2031 to meet local need, thus, represents a significant positive effect on economic and social factors associated with access to decent and affordable housing for all. The level of growth identified within Policy DS4 has been informed by a robust and up to date evidence base. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a
2.0046	2.0046.3	Mark Sitch	Barton Wilmore LLP	Robert Griffin	Ecowharf Limited	B	DS7	Local Plan	Yes	No	Yes	Yes	N/A	Agree there is a need to release Green Belt land to support future housing and economic growth. Such a comprehensive assessment hasn't been undertaken to inform a planning balance with regards to the potential release of further Green belt land to include the provision of up to an additional 2,092 dwellings to meet unmet need. Clients case that there remains evidence to support the case for exceptional circumstances to justify the additional release of Green belt land, at very least to include the clients land. Refers to 4 principal cases (Hunston / Gallagher / IM Properties / Calverton). Exceptional circumstances - first three tests in Calverton Case relate to defining the scale of meeting housing needs in the context of the GB; fourth and fifth tests relate to establishing the dis-benefits and scale of harm which would occur from the release of GB. The Joint Green Belt Study does not advise on the suitability or potential land in the HMA for development. Clients land falls within two separate parcels for assessment within the JGBS. The majority of the site comprises land assessed as part of Parcel C1. The LP fails to identify any safeguarded land which could meet the future development needs of the Borough beyond the Plan period. As drafted, the GB boundary does not provide sufficient flexibility to adapt to change.	Land at Hawkesbury Lane is an appropriate location to allocate new housing development and to help meet the shortfall from Coventry and can be achieved without conflicting with the purposes or function of the GB. The site could provide development within clearly defined boundaries and would not compromise the integrity of the surrounding landscape and may improve the landscape quality. the site is adjacent to the proposed urban edge of Coventry and is located in a spatially sustainable location. the enclosure of the sit to the south and west will minimise the effect of encroachment in the open countryside and provides a logical extension to the north of Coventry. the site is accessible to public transport links. Assessments undertaken as part of the SHLAA and JGBS are based on out of date position in relation to the identified needs of the HMA and proposed locations for growth. there are exceptional circumstances to justify the release and it would not conflict with the five purposes of the GB and the site should be allocated. the site is suitable, available and deliverable.	Comments are noted. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to potential changing circumstances over the life of the Borough Plan. It is widely accepted that, for a variety of reasons (for example contamination, viability or a change in landowner's circumstances), a site may not be delivered as quickly as expected or sometimes may not be delivered at all. For this reason a buffer of 10% has been included to take into account the non-delivery of sites. The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, the land was not considered suitable for development.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
2.0047	2.0047.1	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	BE2	Local Plan	No	No	No	No	N/A	The Plan is not sound when assessed in relation to the NPPF. It is not effective, justified or consistent. This policy is in conflict with the deregulation bill 2015 seeking to impose technical standards that are covered through building regulations.	N/A	The policy includes no requirement to meet technical standards. However para 12.14 to 12.17 clarifies that the Deregulation bill amended the Planning and Energy Act 2008 so the LPA no longer have the power to request energy efficiency requirements over and above the Building Regulations. It confirms that development proposals are required to meet the energy efficiency requirements of building regs.
2.0047	2.0047.10	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	NE3	Local Plan	No	No	No	No	N/A	The policy goes further than the NPPF requirement as it includes biodiversity offsetting. Not a policy requirement so not consistent with national policy.	N/A	The NPPF states that Councils should plan positively to create, protect, enhance and manage networks of biodiversity. The policy accords with this requirement. Biodiversity offsetting forms part of the hierarchy and where potential to avoid, minimise and restore has been fully considered and is unavoidable, biodiversity offsetting will need to be applied. The NPPF para 118 and 152 outlines that where adequate mitigation measures are not possible, compensatory measures may be appropriate. It also includes that 'if significant harm resulting from a development cannot be avoided (though locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
2.0047	2.0047.11	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	NE5	Local Plan	No	No	No	No	N/A	No objections raised.	N/A	Noted.
2.0047	2.0047.12	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	DS5	Local Plan	No	No	No	No	N/A	Object to this policy as omission of land at Plough Hill Road, Nuneaton as an allocation that is capable of delivering 350 houses.	Ensure this land is included as it is deliverable.	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. For the constraints identified land not considered suitable for development. The TEP Landscape studies identified the land as important for retaining separation and a sensitive landscape.
2.0047	2.0047.13	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	SA1	Local Plan	No	No	No	No	N/A	No objections raised.	Ensure the policy is not interpreted so as to restrict the ability of the site to come forward.	Noted.
2.0047	2.0047.2	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	BE3	Local Plan	No	No	No	No	N/A	The Plan is not sound and is not effective or justified when assessed in relation to the NPPF. The policy is in conflict with the deregulation bill 2015.	N/A	The policy includes no requirement to meet technical standards. However para 12.14 to 12.17 clarifies that the Deregulation bill amended the Planning and Energy Act 2008 so the LPA no longer have the power to request energy efficiency requirements over and above the Building Regulations. It confirms that development proposals are required to meet the energy efficiency requirements of building regs.
2.0047	2.0047.3	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	DS1	Local Plan	No	No	No	No	N/A	There is no longer a necessity for development plans to contain a policy setting out the presumption.	Amend the wording of the policy to reflect precisely the terms of paragraph 14 of the NPPF to avoid inconsistency.	The wording of Policy DS2 is considered appropriate, reflecting national planning policy and guidance, and to provide general principles for sustainable growth in the Borough during the plan period to 2031.
2.0047	2.0047.4	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	DS2	Local Plan	No	No	No	No	N/A	Support is offered for the hierarchy set out in DS2.	Given Nuneaton's position it is considered that the residential sites should be allocated to this location as a priority so Nuneaton can expand its role.	Noted.
2.0047	2.0047.5	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	DS3	Local Plan	No	No	No	No	N/A	Objection to this policy. Not clear what the Council mean by all development to be sustainable. The requirements in Policy DS3 go beyond what is required in the NPPF. The policy is not consistent with national policy and cannot be regarded as being sound.	Clarity is required in respect of sustainability raised in this policy. Amend policy to make reference to paragraph 7 of the NPPF.	At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar photovoltaics and solar thermal, along with any future renewable or low carbon technology that may become more suitable for the Borough during the plan period. e) Ensure development makes links to cycling and walking networks to encourage green travel. All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the
2.0047	2.0047.6	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	DS4	Local Plan	No	No	No	No	N/A	The increase resulting from Coventry is acknowledged but the Plan makes no provision for additional housing demand from Birmingham. Under supply of housing is more acute then the Council acknowledge. The housing targets set in DS4 should not be seen as an upper limit on housing.	Council to allocate more sites for housing to meet demand and ensure it can do all it can to safeguard to deliver more houses.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). Policy DS4 outlines the level of development proposed in the Plan period, and this is broken down further under Policy DS5 and DS6. With regards to housing numbers (DS5), the proposed allocations indicate the approximate minimum numbers of units required to be delivered on each site. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum.
2.0047	2.0047.7	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	H1	Local Plan	No	No	No	No	N/A	Support is given to this policy on the grounds that it is sound. It is consistent with the NPPF. Policy allows for a degree of flexibility to respond to the characteristics of the surrounding area.	N/A	Noted.
2.0047	2.0047.8	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	H2	Local Plan	No	No	No	No	N/A	General provisions of the Policy are supported. The caveat on viability is a critical component to the policy. Objections are made on the grounds that the policy is not sound when assessed against NPPF (para 182) as it is not effective or justified. An affordable housing policy that responds to the SHMA is generally endorsed, but it is considered over prescriptive to identify tenure split and mix, which may change over the plan period. Debate over whether the figures in the SHMA are representative in respect to stock turnover.	Ensure the burden of affordable housing does not prejudice the viability of sites.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The policies put forward in the Borough Plan seek to achieve the highest percentage for sites given their individual circumstances in order to meet the identified need. The proportion of affordable housing provision stated within Policy H2 (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability. To keep this policy up to date and flexible, the current targets for tenure split, as well as affordable housing mix, have been outlined in the supporting text rather than the policy itself. These targets may change over time to reflect new evidence and any changes in government policy regarding alternative affordable housing options.
2.0047	2.0047.9	Michael Robson	Cerda Planning Ltd	N/A	Plough Hill LLP	O	HS1	Local Plan	No	No	No	No	N/A	This policy is accepted. Recognised that new development will impact upon existing infrastructure.	Ensure policy is not used to address existing deficiencies in infrastructure. Amend to reflect the CIL regs and list aspects of infrastructure that could be mitigated by development.	Noted. Appropriate conditions and mitigation will be sought from future development in relation to infrastructure impact.
2.0048	2.0048.1	Toby Haselwood	Sworders	Peter Woolliscroft	N/A	A	DS4	Local Plan	No	No	No	Yes	To explain why the Plan is unsound	Client's land is part in Nuneaton and part in Bedworth boroughs. The site has been included in the Call for Sites. The site could provide highways solutions in the form of a link road to relieve pressure on Plough Hill and Coleshill Road Junction. The Plan is unsound.	Additional residential sites should be added to the Plan and proposals map to ensure required housing numbers can be reached. Plan should be revised to include additional residential sites near to Ansley Common.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0049	2.0049.1	Jeff Paybody	Howkins and Harrison	Chris Haddon	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	The inclusion of land named Strategic Housing Site HSG7 and the adjoining land to the north. Request that this further land be added to HSG7	Inclusion of land to the north of HSG7.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
2.0050	2.0050.1	Ben Holmes	Oxalis Planning Ltd	Mr Pardoe	Warmflame Development	N/A	DS2	Local Plan	No	No	No	Yes	To explain the reps in further detail to the Examiner.	Object to the Plan as it is considered not to be sound or compliant with the duty to cooperate. Not legally compliant, not positively prepared, not justified, not effective and not consistent with national policy. Land at Exhall House Farm should be allocated for 250 homes. Reps supported by preliminary assessments in respect of highways, ecology, landscape and visual amenity. There are no environmental constraints to the site. The site is accessible	The inclusion of land at Exhall House Farm in the Plan	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The Green Belt Study 2015 identified that the parcel this sites falls under is a high performing Green Belt parcel important for the separation of Ash Green, Neal's Green, Keresley and Coventry. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0050	2.0050.2	Ben Holmes	Oxalis Planning Ltd	Mr Pardoe	Warmflame Development	N/A	DS4	Local Plan	No	No	No	Yes	To explain the reps in further detail to the Examiner.	Object to the Plan and it is considered not to be sound or compliant with the duty to cooperate. Not legally compliant, not positively prepared, not justified, not effective and not consistent with national policy. Land at Exhall House Farm should be allocated for 250 homes. reps supported by preliminary assessments in respect of highways, ecology, landscape and visual amenity. There are no environmental constraints to the site. The site is accessible	The inclusion of land at Exhall House Farm in the Plan	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The Green Belt Study 2015 identified that the parcel this sites falls under is a high performing Green Belt parcel important for the separation of Ash Green, Neal's Green, Keresley and Coventry. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0050	2.0050.3	Ben Holmes	Oxalis Planning Ltd	Mr Pardoe	Warmflame Development	N/A	DS5	Local Plan	No	No	No	Yes	To explain the reps in further detail to the Examiner.	Object to the Plan and it is considered not to be sound or compliant with the duty to cooperate. Not legally compliant, not positively prepared, not justified, not effective and not consistent with national policy. Land at Exhall House Farm should be allocated for 250 homes. Reps supported by preliminary assessments in respect of highways, ecology, landscape and visual amenity. There are no environmental constraints to the site. The site is accessible.	The inclusion of land at Exhall House Farm in the Plan	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The Green Belt Study 2015 identified that the parcel this sites falls under is a high performing Green Belt parcel important for the separation of Ash Green, Neal's Green, Keresley and Coventry. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0050	2.0050.4	Ben Holmes	Oxalis Planning Ltd	Mr Pardoe	Warmflame Development	N/A	DS7	Local Plan	No	No	No	Yes	To explain the reps in further detail to the Examiner.	Object to the Plan and it is considered not to be sound or compliant with the duty to cooperate. Not legally compliant, not positively prepared, not justified, not effective and not consistent with national policy. Land at Exhall House Farm should be allocated for 250 homes. reps supported by preliminary assessments in respect of highways, ecology, landscape and visual amenity. There are no environmental constraints to the site. The site is accessible	The inclusion of land at Exhall House Farm in the Plan	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The Green Belt Study 2015 identified that the parcel this sites falls under is a high performing Green Belt parcel important for the separation of Ash Green, Neal's Green, Keresley and Coventry. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0051	2.0051.1	Gary Stephens	Marrons Planning	N/A	Hallam Land Management Ltd	N/A	DS4	Local Plan	Yes	No	No	Yes	To respond to questions from the Examiner	Policy fails to plan to meet the full objectively assessed needs for market and affordable housing and contrary to the NPPF. Council have not signed the MoU and state it cannot accommodate the level of housing. DS4 not sound, not positively prepared, not justified, not effective and not consistent with national policy.	Policy should do more to meet the full objectively assessed needs for housing as set out in the SHMA and MoU.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0051	2.0051.2	Gary Stephens	Marrons Planning	N/A	Hallam Land Management Ltd	N/A	DS5	Local Plan	Yes	No	No	Yes	To respond to questions from the Examiner	Policy fail to identify land north of Weddington Lane, Nuneaton. Land is developable and in accordance with the NPPF. Well related to the allocation 'North of Nuneaton', very accessible. Policy not sound and not justified.	Policy DS5 should be amended to include a broad location for growth to the north of Weddington Lane, Nuneaton.	Noted. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria.
2.0052	2.0052.1	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	EMP2	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	Allocation supported. There are no planning, landscape, heritage or environmental designations that constrain the site. requirement to retain specific hedgerow on site is over restrictive and should be deleted from the policy.	N/A	Noted.
2.0052	2.0052.10	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	BE2	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	Welcomed that Council are allowing the building regs to define the policy framework for development proposals.	N/A	Noted.
2.0052	2.0052.11	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	BE3	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	Policy is very prescriptive and runs counter to government objectives. It is unsound.	Policy needs to be reconsidered in terms of its compatibility with national policy. Should be deleted.	The policy is considered in accordance with the NPPF that states good design is indivisible from good planning and should contribute to making places better for people.
2.0052	2.0052.12	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	Chapter 1 (Introduction)	Local Plan	No	No	No	Yes	To best represent their client's interests	It is clear that following the meeting of the Coventry, Warwickshire and Hinckley and Bosworth meeting on 8th March 2017 the Council have not discharged the statutory Duty to Cooperate.	Council should delay the submission of the Plan until the issue has been resolved and include the allocation of additional land.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
2.0052	2.0052.13	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	Chapter 1 (Introduction)	Local Plan	No	No	No	Yes	To best represent their client's interests	Concern that the Plan period will only cover 12 years. The duty to cooperate has not been satisfied. Fails to focus on improving the infrastructure required to support business and a workforce.	Council should reconsider the Plan period or identify additional sites to come forward.	The Borough Plan complies with NPPF (para 157), having been drawn up in line with the preferred 15-year time horizon. The preparation of the Plan began in 2011 and covers a 20-year period to 2031. Some level of the development proposed will come forward during the preparation period of the Plan. The Plan covers a further 15-year period for delivery of developments following adoption. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR). The Council acknowledges that additional infrastructure will be
2.0052	2.0052.14	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS4	Local Plan	No	No	No	Yes	To best represent their client's interests	This policy is unsound at it is not positively prepared, justified, effective or consistent with national policy.	Recommended that the Council prepares a document such as a duty to cooperate statement explaining how the duty has been discharged and agreed upon by other authorities. Further employment land required.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0052	2.0052.15	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS5	Local Plan	No	No	No	Yes	To best represent their client's interests	Concern that insufficient sites have been identified and deliverable land is required in the short term to show a five year land supply.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0052	2.0052.16	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HSG6	Local Plan	No	No	No	Yes	To best represent their client's interests	This allocation did not form part of the proposed allocation HSG6 within submission version of the local Plan. The western extent of the allocation will not come forward and is not available as not commitment from the land owner.	N/A	Noted.
2.0052	2.0052.17	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HSG7	Local Plan	No	No	No	Yes	To best represent their client's interests	Not well placed to meet the needs arising from Coventry and there are more suitable sites available closer to Coventry.	Consider the use of St Giles Road Site.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a
2.0052	2.0052.18	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HSG8	Local Plan	No	No	No	Yes	To best represent their client's interests	Not well placed to meet the needs arising from Coventry and there are more suitable sites available closer to Coventry.	Consider the use of St Giles Road Site.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a
2.0052	2.0052.19	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HSG9	Local Plan	No	No	No	Yes	To best represent their client's interests	Not well placed to meet the needs arising from Coventry and there are more suitable sites available closer to Coventry.	Consider the use of St Giles Road Site.	Noted. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. The Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) places Nuneaton at the top of the settlement hierarchy as the most sustainable settlement in the Borough, due to the level of services, facilities and infrastructure is has compared to other settlements and its ability to accommodate sustainable growth. Nuneaton is therefore considered to be the primary focus for new development.
2.0052	2.0052.2	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS1	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	DS1 is not necessary	N/A	The wording of Policy DS2 is considered appropriate, reflecting national planning policy and guidance, and to provide general principles for sustainable growth in the Borough during the plan period to 2031. This is intended to be an overarching policy that sits alongside specific topic or location based policies.
2.0052	2.0052.20	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HSG10	Local Plan	No	No	No	Yes	To best represent their client's interests	Not well placed to meet the needs arising from Coventry and there are more suitable sites available closer to Coventry.	Consider the use of St Giles Road Site.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. However, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR) as it has not been possible to identify sufficient sites to meet the combined requirements in full, as an increase in the growth scenario would have negative effects on the wider environment, and as the scale of growth is not justified by the evidence base.
2.0052	2.0052.21	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS6	Local Plan	No	No	No	Yes	To best represent their client's interests	Concern that there will be insufficient dwellings and infrastructure to provide for economic and business needs.	N/A	The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough.

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2.0052	2.0052.22	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS6	Local Plan	No	No	No	Yes	To best represent their client's interests	Land at St Giles Road is well placed being in close proximity to existing employment, public transport. Site is suitable, achievable and deliverable for residential development.	N/A	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0052	2.0052.23	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	TC3	Local Plan	No	No	No	Yes	To best represent their client's interests	Concern with distance/time thresholds between new residential developments and existing district centres. Welcomed that the policy does set out that existing centres thresholds can be outside of the borough's administrative boundary. Current policy requires new resi development to be within 1,200m walking distance of a district or local centre, there are a number of issues with this. does not take account of topography, no indication of scale of development, no recognition of the centres within Coventry City.	Reconsider using the 1,200m walking distance. Policy needs rewording.	The 1200m walking distance is identified in table WS1 of the Warwickshire LTP 2011-2026. Paragraph 9.22 provides further information on the background evidence and sets out: 'Work has been carried out to assess where there are deficiencies in retail provision and identifying appropriate distances to district centres. This work has fed into the needs for each of the strategic sites and helped to shape the policy. The Local Transport Plan No.3 identifies a walking threshold of 1200 m82 to something other than a town centre or school. This threshold has been applied to the policy in respect of accessing local centres. In relation to district centres, it is considered acceptable to drive to these, and an 8 minute drive time has been applied.'
2.0052	2.0052.24	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HS1	Local Plan	No	No	No	Yes	To best represent their client's interests	Agree with this policy	The IDP needs to be reworked to ensure the infrastructure required on each strategic site is set out in one clearly labelled location.	Noted.
2.0052	2.0052.25	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HS2	Local Plan	No	No	No	Yes	To best represent their client's interests	Unsure what the council is envisaging from including the 15% modal shift. This policy is not justified.	Consider revisiting this policy as a specific figure for a modal shift is not workable.	This modal shift has been identified by the 2016 Strategic Transport Modelling Report and it identifies that the strategic site allocations should adopt a 15% modal shift target. The Strategic Transport Modelling report sets out para 1.20 that it is up to the individual site promoters to demonstrate the manner in which this 15% can be achieved, allowances have been made within the mitigation schedule for the delivery of £9.2 million of works to be included which will help deliver this mode shift target; this includes the following proposals: - Sustainable Transport contributions - Bus Priority enhancements - Long Shoot to Town Centre Cycle Route In addition Appendix C of the report sets out an addendum to provide that further detail regarding how improvements to walking, cycling and public transport will complement the wider transport strategy set out within the STA.
2.0052	2.0052.26	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HS5	Local Plan	No	No	No	Yes	To best represent their client's interests	Policy fails to reflect the NPPF. Clarification regarding the trigger for a health impact assessment. SPD for HIA assessment criteria does not appear to exist. Clarity of policy is lacking.	Policy wording should be consistent in respect of when a HIA is needed.	The policy states that a Health Impact Assessment (HIA) will be required for all applications that also meet the threshold for requiring an Environmental Impact Assessment (Schedule 1 and 2). For all other applications that create health impacts a HIA is required. A screening assessment can be undertaken utilising the Department of Health screening assessment 88 . The assessment criteria will be identified within a Supplementary Planning Document 'Planning for a healthier area – Nuneaton and Bedworth'. The SPD will be produced after the Borough Plan has been adopted.
2.0052	2.0052.27	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	HS6	Local Plan	No	No	No	Yes	To best represent their client's interests	Lack of clarity in this policy. Written policy is not justified.	N/A	This policy relates to NPPF paragraphs 70, 73 and 156 which sets out to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities such as sports venues to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic priorities for the area.'
2.0052	2.0052.3	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS2	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	Policy fails to acknowledge other very sustainable locations	N/A	The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. When land parcels were assessed for their suitability for strategic allocation, the criteria looked at the ability of the parcel to support the respective role of the settlements. Bulkington has significantly less services than Bedworth, but scores a much higher sustainability score than Keresley and Ash Green/Neal's Green, which have roughly the same level of provision. This would indicate that Bulkington is a sustainable rural settlement and also more sustainable than Keresley and Ash Green/Neal's Green. However, Bulkington and other lower tiered settlements do not benefit from the same level of key services and facilities as Nuneaton or Bedworth (e.g. hospital, secondary school, College or further education school, town centre, industrial estate) and therefore can not support the same level of growth as residents will be reliant on travelling by private car to access key basic services and facilities
2.0052	2.0052.4	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS3	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	N/A	Could be simplified to remove the first paragraph	Noted.
2.0052	2.0052.5	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	DS7	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	It is welcomed that the Council has removed land from the greenbelt, however concern that only the minimum amount has been identified to meet requirements.	Release further greenbelt land.	Following a thorough assessment of land available for development, the Borough Plan has sought to release sufficient land to provide a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for an increased amount of housing (above the OAHN) and employment (above the ELR).
2.0052	2.0052.6	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	SA1	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	Welcomed that infrastructure is specified for each site. Introduction of a further tier of policy. Policy is wide reaching, duplicates requirements set out in site specific allocation policies. Commentary to the policy does not accord with the 11 requirements in the policy	The need for SPD's should be removed from the Plan.	Noted.
2.0052	2.0052.7	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	H1	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	There is concern that as there is no requirement to review the SHMA the policy may become out of date. Policy should not be overly prescriptive.	N/A	The policy has been structured to allow flexibility to reflect new evidence, market factors and demographic changes that may occur locally over the plan period, and as well as any changes in government policy regarding housing options. The policy is informed by the SHMA, which assesses the full local housing need, based on statistical evidence and survey data, and makes informed recommendations about the required mix of all housing types. A range of factors that influence demand are all accounted for in the SHMA process. The SHMA will be regularly updated to respond to such changes and to provide a current evidence base that informs decision-making related to housing and planning.
2.0052	2.0052.8	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	H2	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	It is unclear what the affordable housing requirement should be as the policy proposes a lower percentage than required by the evidence so will not be met. Without viability evidence the policy is unjustified. Concern as to the mix of affordable housing and market mix.	N/A	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The policies put forward in the Borough Plan seek to achieve the highest percentage for sites given their individual circumstances in order to meet the identified need. The proportion of affordable housing provision stated within Policy H2 (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability. To keep this policy up to date and flexible, the current targets for tenure split, as well as affordable housing mix, have been outlined in the supporting text rather than the policy itself. These targets may change over time to reflect new evidence and any changes in government policy regarding alternative affordable housing options.

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2.0052	2.0052.9	Michelle Simpson-Gallego	Pegasus Group	Glen Langham	Gallagher Estates	N/A	E1	Local Plan	Yes	Yes	Yes	Yes	To help the Inspector explore issues at specific oral examination sessions. Support the allocation of land at EMP2. Site is suitable, deliverable and development for employment and residential would be sound.	Wording of the policy needs to be flexible to respond to future changes.	N/A	The Borough Plan accords with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through robust background evidence, to deliver sustainable employment and ensure a balance between new housing and jobs. The Plan has sought to respond to current trends of out commuting and dependency on manufacturing and distribution, with an Economic Development Strategy to attract wider investment and by securing a more diverse, competitive and robust local economy. The Strategy and requirements of Policy E1 focuses on growth in sectors where there are current strengths, and where evidence indicates there will be growth during the Plan period. The policy, along with national planning policy, is therefore considered sound.
2.0053	2.0053.1	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	DS1	Local Plan	No	No	No	No	N/A	Welcome and support this policy.	N/A	Noted.
2.0053	2.0053.10	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	SA1	Local Plan	No	No	No	No	N/A	Requirements of this policy should apply equally to any development sites whether strategic or non-strategic.	Should be scope for a developer to promote a planning application with a D&A prepared in discussion with and for the approval of the Council.	Non strategic sites will be covered by the other policies in the plan such as Policy DS3 - Development principles
2.0053	2.0053.2	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	DS2	Local Plan	No	No	No	No	N/A	Note and support the identification as Bulkington as a settlement which has a supporting role for housing.	N/A	Noted.
2.0053	2.0053.3	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	DS4	Local Plan	No	No	No	No	N/A	Question whether the Council has fulfilled its duty to cooperate and concern the Plan is unsound.	Suggest the insertion of a table with a more comprehensive breakdown of precisely how the land requirement and supply is calculated. Suggest provision be made for at least 14,000 new homes	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0053	2.0053.4	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	DS5	Local Plan	Yes	No	Yes	Yes	To contribute to any discussion on housing provision.	Compelling requirement for all of the proposed housing sites.	N/A	Noted.
2.0053	2.0053.5	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	DS7	Local Plan	Yes	Yes	Yes	Yes	To contribute to any discussion on housing provision.	Fully endorse and support the proposal to remove land identified as HSG8 west of Bulkington from the greenbelt.	N/A	Noted.
2.0053	2.0053.6	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	HSG8	Local Plan	Yes	Yes	Yes	Yes	To contribute to any discussion on housing provision.	Support the strategic site HSG8 and support its removal from the greenbelt.	Suggest client's land of the northern most parcel of the allocation should be identified with a suffix (HSG8a) or as a stand alone site. Suggest the text should be modified to confirm that any provision for allotments on the client's land will be part of the overall open space provision and not in addition to such provision.	Noted.
2.0053	2.0053.7	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	NE1	Local Plan	Yes	No	Yes	No	N/A	N/A	Policy should be clearer on whether the Council will adopt SUDs facilities or included as open space requirements.	Noted.
2.0053	2.0053.8	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	NE2	Local Plan	Yes	No	Yes	No	N/A	N/A	Policy to contain specific reference to a justified open space standard for residential development. Not clear or helpful advice in the Plan.	Policy NE2 covers many areas of open space in a residential development with a wide spectrum of areas.
2.0053	2.0053.9	Andy Williams	Advance Planning	N/A	Seabridge Developments Limited	N/A	NE3	Local Plan	Yes	No	Yes	No	N/A	Question the inclusion of this policy in the Plan.	N/A	The NPPF states that Councils should plan positively to create, protect, enhance and manage networks of biodiversity. The policy accords with this requirement.
2.0054	2.0054.1	Julie Warwick	JMW Planning	N/A	Prologis Park Coventry	N/A	DS6	Local Plan	No	No	Yes	Yes	Not Specified	The Borough Plan has not been positively prepared, and the late removal of site EMP3 on the basis of ecology is unjustified. To this end, the plan is currently viewed as unsound. The landowner will continue to discuss ecological concerns with the relevant parties in order to overcome any concerns so that EMP3 can be re-allocated in the Borough Plan by means of modification.	Policy DM6 should include the late removed policy EMP3 (Prologis Extension).	EMP3 was not considered to be suitable for delivery and could not therefore be included as a strategic allocation within the Borough Plan. The Ecology and Geodiversity Assessment recommended that the site should be retained as a Local Wildlife Site (LWS) in combination with the adjacent Prologis Country Park LWS. Due to its ecological importance on a landscape scale and ability to support a meta-population of protected species including great crested newt.
2.0054	2.0054.2	Julie Warwick	JMW Planning	N/A	Prologis Park Coventry	N/A	DS7	Local Plan	No	No	Yes	Yes	N/A	The list of sites to be removed from the Green Belt should also include EMP3.	The list of sites to be removed from the Green Belt should also include EMP3.	EMP3 was not considered to be suitable for delivery and could not therefore be included as a strategic allocation within the Borough Plan. The Ecology and Geodiversity Assessment recommended that the site should be retained as a Local Wildlife Site (LWS) in combination with the adjacent Prologis Country Park LWS. Due to its ecological importance on a landscape scale and ability to support a meta-population of protected species including great crested newt.
2.0054	2.0054.3	Julie Warwick	JMW Planning	N/A	Prologis Park Coventry	N/A	Entire Document	Proposals Map	No	No	Yes	Yes	Not Specified	The Proposals Map needs to be revised to indicate site EMP3.	The Proposals Map needs to be revised to indicate site EMP3.	EMP3 was not considered to be suitable for delivery and could not therefore be included as a strategic allocation within the Borough Plan. The Ecology and Geodiversity Assessment recommended that the site should be retained as a Local Wildlife Site (LWS) in combination with the adjacent Prologis Country Park LWS. Due to its ecological importance on a landscape scale and ability to support a meta-population of protected species including great crested newt.
2.0054	2.0054.4	Julie Warwick	JMW Planning	N/A	Prologis Park Coventry	N/A	Chapter 3 (Issues Facing the Borough)	Local Plan	No	No	Yes	Yes	Not Specified	This paragraph (3.2) is misleading and exaggerated. We consider that Prologis Park is accessible by non-car modes of transport.	It is suggested that this point is deleted so that there is no reference made to the Prologis Site.	Noted. However, EMP3 is continued to be considered to be unsuitable for delivery and could not therefore be included as a strategic allocation within the Borough Plan. The Ecology and Geodiversity Assessment recommended that the site should be retained as a Local Wildlife Site (LWS) in combination with the adjacent Prologis Country Park LWS. Due to its ecological importance on a landscape scale and ability to support a meta-population of protected species including great crested newt.
2.0054	2.0054.5	Julie Warwick	JMW Planning	N/A	Prologis Park Coventry	N/A	Chapter 4 (Vision and Objectives)	Local Plan	No	No	Yes	Yes	Not Specified	Prologis Park should be added to the list of employment sites to be maintained and improved - para 4.3 (a)	Prologis Park should be added to the list of employment sites to be maintained and improved.	EMP3 was not considered to be suitable for delivery and could not therefore be included as a strategic allocation within the Borough Plan. The Ecology and Geodiversity Assessment recommended that the site should be retained as a Local Wildlife Site (LWS) in combination with the adjacent Prologis Country Park LWS. Due to its ecological importance on a landscape scale and ability to support a meta-population of protected species including great crested newt.
2.0054	2.0054.6	Julie Warwick	JMW Planning	N/A	Prologis Park Coventry	N/A	Chapter 4 (Vision and Objectives)	Local Plan	No	No	Yes	Yes	Not Specified	Prologis Park should be added to the list of sites that are suitable for the provision of additional employment land. Para 4.3 b	Prologis Park should be added to the list of sites that are suitable for the provision of additional employment land.	EMP3 was not considered to be suitable for delivery and could not therefore be included as a strategic allocation within the Borough Plan. The Ecology and Geodiversity Assessment recommended that the site should be retained as a Local Wildlife Site (LWS) in combination with the adjacent Prologis Country Park LWS. Due to its ecological importance on a landscape scale and ability to support a meta-population of protected species including great crested newt.
2.0055	2.0055.1	Paul Rouse	Savills	N/A	North Warwickshire & Hinckley Collage	N/A	DS4	Local Plan	No	No	No	Yes	To provide further evidence and support to representations submitted to the formal consultation.	In light of the failure of NBBC to fully meet its OAN, additional land should be identified, either in the form of further allocations or windfall allowance, to be developed for housing during the plan period. This accords with the NPPF. The previously developed nature of the College campus and its sustainable links to facilities and infrastructure present a strong case for the site to be considered for residential development. Whilst it is not currently appropriate to allocate this site given that a use cannot be determined at this stage, it is reasonable to expect that approximately 5.6ha will be released for housing. This site can be expected to contribute directly or indirectly as a windfall site to help meet the required need.	N/A	The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult to deliver. It would therefore be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR). The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0055	2.0055.2	Paul Rouse	Savills	N/A	North Warwickshire & Hinckley Collage	N/A	H2	Local Plan	No	No	No	Yes	To provide further evidence and support to representations submitted to the formal consultation.	On the basis of lack of regulations setting out Starter Homes policy and given the recent statements from the Government in respect to moving away from this, no reliance can be placed upon the potential inclusion of this house type.	NBBC should review and update its interpretation and reference to Starter Homes under Policy H2.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of a range of different housing tenures.
2.0055	2.0055.3	Paul Rouse	Savills	N/A	North Warwickshire & Hinckley College	N/A	TC1	Local Plan	No	No	No	Yes	To provide further evidence and support to representations submitted to the formal consultation.	The overall strategy for growth should be extended to cover retail need across the plan area, taking into account cross-boundary requirements. This will require an update of the Borough's existing retail evidence base which was taken in 2011 and is now considered to be out of date for the purpose of plan-making.	NBBC should require an update of the Borough's existing retail evidence base which was taken in 2011 and is now considered to be out of date for the purpose of plan-making.	The retail requirements in the policy were informed by the retail and leisure study 2014 and are not considered out of date for the Borough Plan.
2.0055	2.0055.4	Paul Rouse	Savills	N/A	North Warwickshire & Hinckley Collage	N/A	HS1	Local Plan	No	No	No	Yes	To provide further evidence and support to representations submitted to the formal consultation.	Education Contributions sought through the S106 agreements should be directed at least in part towards the NWHC campus at Hinckley Road. The related objection to DS4 explains how development of additional education facilities at the NWHC campus at Hinckley Road could release additional land for residential development elsewhere. As the most significant provider of education within the Borough NWHC should be party to these discussions.	NWHC to be party to any education discussions.	Noted for NWHC to be party to discussions.
2.0055	2.0055.4	Paul Rouse	Savills	N/A	North Warwickshire & Hinckley Collage	N/A	HS4	Local Plan	No	No	No	Yes	To provide further evidence and support to representations submitted to the formal consultation.	Clarification is required on the potential for any conflict between policy HS4 and potential development of the NWHC campus for alternative uses. Should NWHC wish to expand or otherwise require a planning permission for alternative uses in order to continue its educational operations at the Nuneaton campus, it would not be justified, effective or consistent with national policy for such uses to be considered contrary to policy.	Review this policy in line with comments provided.	Noted. The policy is in conformance with national policy. Para 10.37 is clear that the examples of community facilities listed is not exhaustive.

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2.0055	2.0055.6	Paul Rouse	Savills	N/A	North Warwickshire & Hinckley Collage	N/A	HS6	Local Plan	No	No	No	Yes	To provide further evidence and support to representations submitted to the formal consultation.	NWHC request clarification on the definition of strategic housing sites. NBBC should amend Policy HS6 to ensure that appropriate wording is used to refer where there are specific requirements for strategic allocations. As drafted this part of the policy is ambiguous and suggests that standards are based on documents which could be updated or become non policy compliant in the future.	Review this policy in line with comments provided.	This policy relates to NPPF paragraphs 70, 73 and 156 which sets out to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities such as sports venues to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic priorities for the area.'
2.0055	2.0055.7	Paul Rouse	Savills	N/A	North Warwickshire & Hinckley Collage	N/A	BE3	Local Plan	No	No	No	Yes	To provide further evidence and support to representations submitted to the formal consultation.	NBBC has not undertaken an assessment to justify the inclusion of a policy requirement for higher standards of acceptable dwellings. If the Council wishes to adopt such an approach it must provide this as part of the evidence base for the Local Plan.	N/A	Noted. The policy is considered in accordance with the NPPF that states good design is indivisible from good planning and should contribute to making places better for people.
2.0056	2.0056.1	Elaine Elstone	Tetlow King Planning	N/A	Rentplus	N/A	H2	Local Plan	Yes	No	Yes	N/A	N/A	Policy H2 should be amended to reflect the widening definition of affordable housing and also to reflect that the SHMA is not the sole resource that can define local need for the purposes of individual planning applications.	The policy should be amended to state that tenure split and affordable housing mix "should reflect local needs and site specific circumstances and will be sought.... The tenure mix should seek to reflect the national definition of affordable housing including the full range of affordable home ownership products such as shared ownership and Rent to Buy Homes".	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. SHMAs are recognised as an effective tool for providing robust and credible information and data that can be used as part of an evidence base, to inform future policies and decision-making related to housing and planning. The SHMA accords with Government guidance, using the 'Basic Needs Assessment Model' set out in Planning Practice Guidance on Housing and Economic Development Needs Assessments to consider what need exists for affordable housing in the Borough. Further guidance in relation to detailed issues, to support Policy H2 will be provided through an updated Affordable Housing SPD.
2.0057	2.0057.1	Brian Flynn	Carter Jonas LLP	N/A	Pendimo Development Land & Planning Consultants	N/A	DS4	Local Plan	No	No	No	No	N/A	Object to Policy DS4 as it does not make sufficient allowance for the unmet needs of Coventry and should be increased. There is no clear explanation as to why it cannot meet its share of Coventry's unmet needs.	N/A	NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0057	2.0057.2	Brian Flynn	Carter Jonas LLP	N/A	Pendimo Development Land & Planning Consultants	N/A	Duty To Cooperate	Local Plan	No	No	No	No	N/A	Para 5.20 We consider that the DtC has not been met because of the decision by the Council not to sign the MoU and as a result there is no strategy in place to meet Coventry's unmet needs within the HMA. As set out in our representations to Policy DS4, we request that the housing target for Nuneaton and Bedworth should be increased to also meet unmet needs from Crawley.	DtC has not been complied with.	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0057	2.0057.3	Brian Flynn	Carter Jonas LLP	N/A	Pendimo Development Land & Planning Consultants	N/A	DS5	Local Plan	No	No	No	No	N/A	We consider that the proposed housing target represents a shortfall and therefore additional land needs to be allocated to meet the identified housing shortfall. We suggest that a detailed and robust review of the housing trajectory is undertaken to ensure that allocated sites are deliverable during the timescales anticipated. We request that two parcels of land at Whitestone Farm are allocated for development.	We request that two parcels of land at Whitestone Farm are allocated for development.	Following a thorough assessment of land available for development, the Borough Plan has sought to release sufficient land to provide a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for an increased amount of housing (above the OAHN) and employment (above the ELR).
2.0057	2.0057.4	Brian Flynn	Carter Jonas LLP	N/A	Pendimo Development Land & Planning Consultants	N/A	DS7	Local Plan	No	No	No	No	N/A	We consider that land at Whitestone Farm, east and west of Bulkington Lane, should be allocated for residential development and released from the Green Belt. We consider that an attractive and permanent Green Belt boundary and landscape buffer could be created in this location in conjunction with development. It is not stated but it is acknowledged that exceptional circumstances do exist to justify the release of land from the Green Belt, and these are related to the need for housing and affordable housing. In this case, there are additional unmet housing needs from Coventry that should be accommodated within Nuneaton and Bedworth and land at Whitestone Farm represents a suitable and sustainable location for residential development to meet those needs. In addition, there is no assessment of safeguarded land in the Local Plan to meet longer term development needs and it is very likely that further land will need to be released from the Green Belt in the future which undermines its purpose.	We request that two parcels of land at Whitestone Farm are allocated for development and released from the Green Belt. As an alternative, we request that land west of Bulkington Lane is allocated to meet current development needs, and land east of Bulkington Lane is identified as safeguarded land to meet future development needs beyond the plan period.	Following a thorough assessment of land available for development, the Borough Plan has sought to release sufficient land to provide a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate. An increased scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for an increased amount of housing (above the OAHN) and employment (above the ELR).
2.0058	2.0058.1	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	BE2	Local Plan	No	No	No	No	N/A	Objections made on the grounds of policy is not sound when assessed in relation to the NPPF. Policy is in conflict with the Deregulation Bill 2015.	N/A	The policy includes no requirement to meet technical standards. However para 12.14 to 12.17 clarifies that the Deregulation bill amended the Planning and Energy Act 2008 so the LPA no longer have the power to request energy efficiency requirements over and above the Building Regulations. It confirms that development proposals are required to meet the energy efficiency requirements of building regs.
2.0058	2.0058.10	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	NE5	Local Plan	No	No	No	No	N/A	No objections raised to the policy.	N/A	Noted.
2.0058	2.0058.11	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	DS5	Local Plan	No	No	No	No	N/A	Support offered in respect of the strategic site allocation HSG8. site is deliverable in five years. Bovis are willing to work with adjoining land owners, allowing the allocation to come forward independently and not as one large planning application.	N/A	Noted.
2.0058	2.0058.12	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	SA1	Local Plan	No	No	No	No	N/A	No objections raised. The key development principles are supported provided that they are not rigidly enforced and which could impact upon delivery.	Ensure the policy sets out that a number of criteria are aspirational and policy is not interpreted so as to restrict the ability of the site to come forward. Flexible approach should be taken.	Noted.
2.0058	2.0058.2	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	BE3	Local Plan	No	No	No	No	N/A	Objections made on the grounds of policy is not sound when assessed in relation to the NPPF. Policy is in conflict with the Deregulation Bill 2015 and seeks to impose technical standards that are already covered through building regs.	N/A	The policy includes no requirement to meet technical standards. However para 12.14 to 12.17 clarifies that the Deregulation bill amended the Planning and Energy Act 2008 so the LPA no longer have the power to request energy efficiency requirements over and above the Building Regulations. It confirms that development proposals are required to meet the energy efficiency requirements of building regs.
2.0058	2.0058.3	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	DS1	Local Plan	No	No	No	No	N/A	N/A	For the Plan to be sound it must be consistent with national policy and the presumption should flow through the Plan and a specific policy dealing with the presumption is not required. Amend wording of policy to reflect the terms of paragraph 14 of the NPPF to avoid inconsistency and confusion.	The wording of Policy DS2 is considered appropriate, reflecting national planning policy and guidance, and to provide general principles for sustainable growth in the Borough during the plan period to 2031. This is intended to be an overarching policy that sits alongside specific topic or location based policies.
2.0058	2.0058.4	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	DS3	Local Plan	No	No	No	No	N/A	Objection lodged in respect of DS3. Unclear of the terms 'all development must be sustainable'. The requirement to support development where there is a positive impact on amenity goes beyond what is required in the NPPF. Policy not consistent with NPPF.	Amend policy to reference paragraph 7 of the NPPF	At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar photovoltaics and solar thermal, along with any future renewable or low carbon technology that may become more suitable for the Borough during the plan period. e) Ensure development makes links to cycling and walking networks to encourage green travel. All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the

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2.0058	2.0058.5	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	DS4	Local Plan	No	No	No	No	N/A	Object to DS4. the increase resulting from Coventry is acknowledged but Plan makes no provisions for the additional housing demand from Birmingham. Additional sites need to be allocated.	Additional sites need to be allocated included reserve sites.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
2.0058	2.0058.6	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	DS7	Local Plan	No	No	No	No	N/A	Object to DS7.	Sites identified in policy DS5 must be removed from the greenbelt once allocations for residential development are confirmed.	Noted.
2.0058	2.0058.7	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	H1	Local Plan	No	No	No	No	N/A	Support policy. Policy is sound.	N/A	Noted.
2.0058	2.0058.8	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	H2	Local Plan	No	No	No	No	N/A	Caveat on viability is critical to the policy. Objections made on the grounds of the policy is not sound. Over prescriptive to identify tenure split.	Ensure the burden of affordable housing does not prejudice the viability of the site.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. The policies put forward in the Borough Plan seek to achieve the highest percentage for sites given their individual circumstances in order to meet the identified need. The proportion of affordable housing provision stated within Policy H2 (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability. To keep this policy up to date and flexible, the current targets for tenure split, as well as affordable housing mix, have been outlined in the supporting text rather than the policy itself. These targets may change over time to reflect new evidence and any changes in government policy regarding alternative affordable housing options.
2.0058	2.0058.9	Debbie Farrington	Cerda Planning Ltd	N/A	Bovis Homes	O	HS1	Local Plan	No	No	No	No	N/A	Ensure policy is not used to address existing deficiencies in infrastructure	Policy should reflect the CIL regs and recognise that viability considerations will be taken into account in context of infra delivery.	Noted. The policy states that infrastructure will be required appropriate to the scale and context of the site to mitigate its impacts.
2.0059	2.0059.1	Tim Howard	Howkins and Harrison	Geoff Friswell	N/A	N	DS5	Local Plan	Yes	No	Yes	No	N/A	This Plan is unsound as there has not been the allocation of land known as Norwood Farm	This land is available for development having previously been allocated. This should be included in the allocation.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0059	2.0059.2	Tim Howard	Howkins and Harrison	Geoff Friswell	N/A	N	DS7	Local Plan	Yes	No	Yes	No	N/A	This Plan is unsound as there has not been the allocation of land known as Norwood Farm	This land is available for development having previously been allocated. This should be included in the allocation.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. This process confirmed that a total of 2,331 dwellings above the level required to meet the Borough Council's OAHN (with a 10% buffer) can be accommodated during the Plan Period to assist the Coventry 'shortfall'. The delivery of housing development to meet the OAN is broken down through the following means: Strategic allocations, non-strategic site allocations, site completions, sites with planning permission; and, windfall sites. This provides a realistic programme of delivery that reflects the availability and deliverability of sites, as established through the 2016 updated SHLAA and taking into account available evidence, as well as a degree of flexibility for additional land to come forward where appropriate.
2.0060	20060.1	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	DS5	Local Plan	Yes	Yes	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The proposed allocation of the site under Policies DS5 and HSG6 as a Strategic Housing site is supported in principle. The boundary of land adjacent to Wilson's Lane, proposed for allocation under EMP6, is not supported as currently defined in the Borough Plan Publication	The boundary should be amended to allow for the required employment-use development to be provided in a more appropriate configuration which responds positively to site-specific characteristics	Noted.
2.0060	20060.2	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	HSG6/ EMP6	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The proposed allocation of up to 388 dwellings (within which the developers' land would be able to deliver up to 200 dwellings) is supported under Policy HSG6. In order for the policy to be sound and ensure that the delivery of residential development is not unnecessarily constrained amendments are sought.	Make the following amendments to HSG6: (9) remove reference to making financial contribution to NHS CCG (12) Reference to the provision of on-site bus infrastructure and a contribution to secure the re-routing of local bus services to serve the site should be subject to viability and addressed through the planning application process (13/14) The words 'where evidence of a need arises' should be added to end of the sentences for both paragraphs (19) Financial contributions towards off-site sport and recreation provision should not be set as a mandatory requirement within the policy wording (23) Average density should be increased to 50 dph. Flexibility to bring forward residential development on the northern part of the land between Wilson's Lane and Longford Road should be introduced within the policy wording of HSG6/EMP6. Similarly, the opportunity to introduce employment uses within the southern part of the land currently defined for the purposes of HSG6 should be referenced within the policy	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Where it is believed that a particular constraint/requirement would be difficult to mitigate entirely, or unviable, the site was automatically considered not to be deliverable. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees, and are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward necessary requirements. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development, and be supported by appropriate assessments. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and
2.0060	20060.3	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	H1	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	Whilst the need for a mix of housing types, sizes and tenures to be achieved with residential developments is supported in principle, it is important that draft Policy H1 is flexibly worded to ensure that the mix can be agreed on a site by-site basis, taking into account any physical constraints and development viability. Similarly, and for the above reasons, basing the housing mix on the split identified in SHMAs should be taken as a starting point and not slavishly applied; it is seldom possible to achieve a corresponding mix and may not be appropriate to do so, given that the SHMA requirements apply at a strategic and Borough-wide level. Notwithstanding this, reference within the current draft policy wording to the latest SHMA (Joint Coventry and Warwickshire SHMA 2015) should be amended as this does not establish a housing split based on need and demand.		To provide flexibility, specific targets for tenure split, as well as affordable housing mix, have not been included within the policy wording itself. These targets may change over time to reflect new evidence, demographic changes and market factors, as well as any changes in government policy regarding alternative affordable housing options. The SHMA is regularly updated to respond to such changes and to provide a current evidence base that informs decision-making related to housing and planning.
2.0060	20060.4	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	H2	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	Whilst the principle of 25% affordable housing being provided on-site as part of qualifying residential development proposals is supported, it is important that the wording of the policy makes clear the need for such provision to be negotiated having regard to economic viability, market conditions and other infrastructure requirements. This is necessary to ensure compliance with paragraphs 173 and 174 of the NPPF. The policy should also accord with the Housing White Paper on starter homes.	The policy wording should also allow for flexibility in the size and type of affordable housing on-site; whilst requirements established by the SHMA should be the starting point, it may not be appropriate or indeed necessary to achieve the prescribed split on all residential development sites.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. This includes provision of affordable housing of different tenures. A degree of flexibility is already provided in the wording of the policy, where it is acknowledged that the Council will seek to negotiate the proportion of affordable housing to be provided, and the tenure split and affordable housing mix to ensure it reflects the identified need.
2.0060	20060.5	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	HS2	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	Reference to the requirement for all strategic sites to achieve a 15% modal shift to non-car based uses by including provisions which promote more sustainable transport options cannot be enforced and therefore renders the policy as currently worded unsound.	The policy should be amended to avoid setting a quantifiable target; measures to improve access to non-car travel modes should be investigated and agreed through the determination of a planning application.	This modal shift has been identified by the 2016 Strategic Transport Modelling Report and it identifies that the strategic site allocations should adopt a 15% modal shift target. The Strategic Transport Modelling report sets out para 1.20 that it is up to the individual site promoters to demonstrate the manner in which this 15% can be achieved, allowances have been made within the mitigation schedule for the delivery of £9.2 million of works to be included which will help deliver this mode shift target; this includes the following proposals: - Sustainable Transport contributions - Bus Priority enhancements - Long Shoot to Town Centre Cycle Route
2.0060	20060.6	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	HS5	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The proposed requirement for Health Impact Assessments (HIAs) to be submitted as part of planning applications for residential development is onerous and unnecessary. The impacts of allocating sites should be considered during the plan-making and examination process, rather than through individual planning applications. The requirement to mitigate impacts should be addressed at planning application stage, where a need arises that it supported by robust evidence from the relevant statutory consultee. Introducing HIA as a validation requirement creates an unnecessary burden on the Council's development management process, as well as additional cost in sourcing external advice.	Remove requirement for HIA.	Through the evolution of the Borough Plan, the impact on health has been considered through the Heath Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later, detailed stages during the assessment of future planning applications.

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2.0060	20060.7	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	HS6	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	Policy HS6 should make clear that the provision of sports facilities whether on or off-site should only be provided where there is a specific and proven requirement. Similarly, unless there is a site-specific policy-led requirement for community hall provision, it should not be necessary to incorporate such facilities on-site. Contributions towards the provision of community facilities off-site should only be sought where there is a demonstrable requirement and which is compliant with the Community Infrastructure Levy (CIL) Regulations. Importantly, the requirement for any recreational facility must be subject to viability and should be negotiated through individual planning applications.	Make clear that the provision of sports facilities whether on or off-site should only be provided where there is a specific and proven requirement. The policy as currently worded contains no reference to viability; it is imperative that this is addressed to ensure that there is sufficient flexibility afforded within the development control process.	Policy HS6 states that where justified on site developments will need to provide . Evidence base documents have been undertaken to inform the policy and as outlined in para 10.57 'The Council has undertaken studies to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required and to set strategic priorities for the area.'
2.0060	20060.8	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	NE3	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The requirement for biodiversity offsetting should be considered through the plan-making and examination process insofar as dealing with sites allocated for housing. Sites should be assessed in accordance with the Habitat Regulations Assessment (HRA) and other relevant evidence-based documents in order to determine whether development would result in an unacceptable loss of habitat which should be compensated for off-site. Where contributions are sought for individual development sites, these must be CIL compliant and negotiated through the planning application process.	The wording of the policy should be amended accordingly, making explicit reference to off-site contributions / provision being negotiated based upon development viability.	Noted. The policy is in line with the national framework.
2.0060	20060.9	Laurence Holmes	GVA	N/A	Heyford Developments Ltd	B	BE3	Local Plan	Yes	No	Yes	Yes	To assist the Inspector in demonstrating that the site is not subject to any environmental or technical constraints.	The policy wording makes no distinction between outline and detailed planning applications when applying the Building for Life 12 and Secured by Design requirements. Whilst the draft policy seeks to impose a mandatory requirement for all residential developments to meet the optional Building Regulations Standard for water efficiency of 110 litres per person per day to be achieved for all dwellings, this is not evidenced in accordance with the criteria set out in the NPPG (paragraphs ID 56-013-20150327 to ID 56-017-20150327). There is no evidence has been available which confirms that the Borough is a 'water stress' area where such requirements may otherwise be appropriate. Insufficient evidence is provided to support a requirement for 35% of residential developments to be built to M4(2) accessible and adaptable standards. The latter has the propensity to impact upon the capacity of sites to meet the required number of new homes identified for the plan period, whilst also potentially constraining and impacting upon the viability of development.	It is recommended that the wording of draft Policy BE3 is amended to apply the optional Building Regulations Standards as an aspiration for residential development schemes and negotiated with developers through the formation and determination of individual planning applications.	Noted. The policy includes no requirement to meet technical standards. However para 12.14 to 12.17 clarifies that the Deregulation bill amended the Planning and Energy Act 2008 so the LPA no longer have the power to request energy efficiency requirements over and above the Building Regulations. It confirms that development proposals are required to meet the energy efficiency requirements of building regs.
3.0001	3.0001.1	John Moran	Health and Safety Executive	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	No	N/A	We have concluded that there is the potential for land allocated in your plan to encroach on consultation zones. The land allocations that could be effected are: HSG4-Woodlands. National Grid Gas Pipeline HSE Ref 7153 Exhall/Bedworth Junction (WM0803).	N/A	Noted. This will be taken into consideration at the detailed design stage but is not considered to effect the overall delivery of the site.
3.0002	3.0002.1	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	NE3	Local Plan	Yes	No	Yes	Yes	I am happy to participate in the oral part of the examination if further clarification is desired.	The trust supports the inclusion of this policy. However, we feel the wording should be amended slightly so as to make the policy clearer and therefore more effective in achieving its aims. Specifically the paragraph concerning 'ecological networks' should be combined with the 'Fragmentation of Habitats' which could help better explain what is desired/expected from development as to best protect and enhance biodiversity. We also suggest an additional paragraph that explains not only what is required in terms of the mitigation hierarchy specific to this LPA but that it complies with para 118 of the NPPF. The paragraph on Biodiversity Offsetting can then be specifically about compensation. In addition, whilst we welcome the paragraph on Ecological Assessment is should be made clear the Preliminary Ecological Assessment may identify that the site is suitable to support protected or notable species and/or habitats and therefore further surveys may be required to inform decision making for these sites.	The Trust suggests amendments to the wording of policy NE3 to help provide clarity and therefore the effectiveness of policy. Policy should read "Development proposals will ensure ecological networks and services, biodiversity and geographical features are conserved, enhances, restored and where appropriate cleared". Rewording of the following paragraphs are also suggested: Ecological network, Mitigation Hierarchy, Biodiversity Offsetting, Geographical Diversity and Ecological Assessment. (wording suggestions provided within response)	Amendments understood and noted.
3.0002	3.0002.2	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	HSG4	Local Plan	Yes	No	Yes	Yes	I am happy to participate in the oral part of the examination if further clarification is desired.	It is currently unclear what the effect of this housing allocation will have on the borough's ecological network and biodiversity because the policy does not specifically protect all the wildlife sites but the Sustainability Appraisal(SA) on which this allocation was informed has assumed that all the areas of Nature Conservation Importance will be protected and enhanced. The policy is therefore not justified and/or effective in its current form. Both Newdigate Colliery Local Wildlife site(LWS) and Bedworth Woodlands Flash Meadow LWS are not specifically listed for retention. The trust strongly objects to any loss of LWS's as they strongly contribute to the ecological network. If they are not retained the policy is not justified as the allocation is based on an incorrect and/or inaccurate SA and will also be contradictory to the councils own plan objectives hindering the creation of a green infrastructure network.	To make the plan sound, this housing allocation should either be removed, or the policy amended so as the designated sites are protected and enhanced. The Trust suggests The following 2 additional points under the form of development section. 1. Retain and enhance Bedworth Woodlands Flash Meadow LWS and Newdigate Colliery LWS. 2. Retain species rich and important hedgerows and pond habitats within the development.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions. It is noted that the majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. the ecology and geodiversity assessment 2016 assessed all of the strategic sites to assess if the it would be acceptable to take forward the
3.0002	3.0002.3	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	EMP4	Local Plan	Yes	No	Yes	Yes	I am happy to participate in the oral part of the examination if further clarification is desired.	I do not believe the policy to be sound because the Sustainability Appraisal informing its selection is incorrect. The allocation may therefore be unjustified. The SA states that the Griff Hollows Quarry Local Wildlife Site (LWS) is to the south of the allocation. This is wrong. The LWS covers the entire of EMP4. Indeed, this information is provided in the evidence base, within NBBC Ecology and Geodiversity Assessment which also recommends that "the site has been designated a LWS and should be retained". This allocation therefore leads to the loss of a LWS, which is a negative impact on biodiversity. The Wildlife Trust objects to any loss of locally designated sites for nature conservation. The councils own monitoring indicator(NE3d) states "zero planning permissions should be granted on designated statutory sites with high biodiversity distinctiveness"	The allocation should be removed so that the Local Wildlife Site is not harmed.	The Ecology and Geodiversity Assessment 2016 stated that should any of the site be brought forward then it is recommended that the northern part is favoured as it is of less overall ecological value and does not contain the Local Geological site. This release should be in tandem with the enhancement of the southern area to ensure ecological functionality being connected to the Griff Hollows LWS and disused canal arm. In other words species flow will be maintained and habitat for species to continue to exist.
3.0002	3.0002.4	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	EMP1	Local Plan	Yes	No	Yes	Yes	I am happy to participate in the oral part of the examination if further clarification is desired.	The Coventry Canal which forms the eastern border of the site has been identified as a key habitat and movement corridor for protected species. It is therefore vital that this corridor is buffered so as it is protected from harm.	The Trust asks that the policy is updated to specify that the 'wildlife corridors' prescribed under point 13 should be a minimum of 10m of semi natural habitat. This reflects the particular sensitivity and importance of the Coventry Canal in this location for protected species and sets out what is likely to be required so as to mitigate harm to protected species. There is also an opportunity to further enhance this wildlife corridor by providing a much larger buffer with specific habitats for water vole in particular.	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
3.0002	3.0002.5	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	DS5	Local Plan	Yes	No	Yes	No	N/A	Some of the sites listed within this policy as 'Non strategic sites' have moderate to high biodiversity value and wildlife features. There could be a conflict between this policy and those on nature conservation; specifically policy NE3.	N/A	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
3.0002	3.0002.5	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	DS5 (NUN015)	Local Plan	Yes	No	Yes	No	N/A	Site NUN015 lies adjacent to the Coventry Canal, helping to buffer the ecological corridor. Development here is likely to have a negative effect on biodiversity by damaging this buffer habitat.	Sites NUN 015, NUN061 and NUN305 are also believes to have a negative impact on biodiversity and so preferably would be removed from the allocations. Where the council decides that the need for development in these locations outweighs the harm to biodiversity, there should be specific measures in place to mitigate and compensate for the harm caused in these location.	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
3.0002	3.0002.5	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	DS5 (NUN061)	Local Plan	Yes	No	Yes	No	N/A	Site NUN061 appears to contain a large pond, so has high value to wildlife. Protected species may also pose a constraint to development in this location surveys will be required to inform decision making.	Sites NUN 015, NUN061 and NUN305 are also believes to have a negative impact on biodiversity and so preferably would be removed from the allocations. Where the council decides that the need for development in these locations outweighs the harm to biodiversity, there should be specific measures in place to mitigate and compensate for the harm caused in these location.	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0002	3.0002.5	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	DS5 (NUN174)	Local Plan	Yes	No	Yes	No	N/A	Site NUN174 is a potential LWS known as 'Land North of Charity Docks'. It is also adjacent to the Coventry canal and therefore forms a key part of the ecological network. Development here would have a negative effect on biodiversity and conflict with the councils own aim to retain LWS's.	The trust strongly objects to the loss of LWS's and so recommends that allocation NUN174 is removed from the allocations.	Noted. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
3.0002	3.0002.5	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	DS5 (NUN305)	Local Plan	Yes	No	Yes	No	N/A	Site NUN305 is recorded as semi-improved grassland which is identified within the Local Biodiversity Action Plan. Development here would most likely require Biodiversity Offsetting.	Sites NUN 015, NUN061 and NUN305 are also believes to have a negative impact on biodiversity and so preferably would be removed from the allocations. Where the council decides that the need for development in these locations outweighs the harm to biodiversity, there should be specific measures in place to mitigate and compensate for the harm caused in these location.	Noted. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
3.0002	3.0002.5	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	HSG2	Local Plan	Yes	No	Yes	Yes	I am happy to participate in the oral part of the examination if further clarification is desired.	Whilst the Trust is mostly supportive of this policy and the specific aspirations for wildlife, we are concerned that point 25 prescribes protected species surveys for certain species. All surveys for protected species should be informed by a preliminary ecological survey which should be done to accompany and inform a planning application. The danger with listing specific species is that there may be additional protected species likely to be present which may also require survey or the preliminary ecological survey may identify that some of the listed surveys are not actually not necessary to inform the proposed development.	We suggest that this point should be reworded to state "all ponds within the development should be subject to an LWS survey. Protected and notable species should not be harmed as a result of development, suitable ecological surveys and corresponding mitigation measures will need to inform decision making for this site"	The policy contains the recommendations proposed by the Ecology and Geodiversity Assessment 2016 for site HSG2. These are site specific recommendations, wider biodiversity and geodiversity requirements will be met through Policy NE3.
3.0002	3.0002.6	Annie English	Warwickshire Wildlife Trust	N/A	N/A	N/A	HSG11	Local Plan	Yes	Yes	Yes	No	N/A	I believe there is a typo within this policy in point 16 - 'special' should read 'species'	Correct the typo	Noted.
3.0003	3.0003.1	Anne Denby	Canal River & Trust	N/A	N/A	N/A	DS5	Local Plan	No	No	No	N/A	N/A	From the table of allocated sites, it appears that the following have the potential to impact on the canal corridor - HSG3(Gipsy Lane), HSG11(Tuttle Hill), NUN015(Land at Donnithorne Avenue), NUN174 (Charity Docks, Land rear od Furnace Road) NUN242 (Hawkesbury Pumphouse), NUN323 (Acadia Crescent)	We would require any development at potential site allocations to not adversely affect the integrity of the waterway structure, quality of water, result in authorised discharges and run off or encroachment; detrimentally affect the landscape, hertiage, ecological quality and character of the waterways; prevent the waterways potential for being fully unlocked or discourage the use of the waterway network. The sites identified all have the potential to increase footfall to the canal corridor. Therefore enhancements should be included as a necessary infrastructure requirement.	NBBC has worked cooperatively with stakeholders to consider the potential implications of the Borough Plan, and to consider the requirements for necessary improvements and mitigation. Any planning application for the development of the strategic allocations will need to be supported by appropriate evidence to identify what measures will be taken to deal with the anticipated impacts of the scheme on waterways and any necessary infrastructure requirements.
3.0003	3.0003.10	Anne Denby	Canal River & Trust	N/A	N/A	N/A	NE4	Local Plan	No	No	No	N/A	N/A	The trust would wish to highlight the potential for surface water drainage to the canal. The drainage methods of new developments can have significant impacts on the structural integrity, water quality and the biodiversity of waterways.	Whilst it is also important to ensure that no contaminants enter the canal from surface water drainage there would appear to be scope, particularly in relation to some of the proposed allocations for drainage to the canal. This opportunity should be highlighted within policy.	Noted. Further consideration will be given through Masterplans and application submissions as they emerge. Individual applications will be required to provide appropriate supporting documentation including detailed information for surface water drainage.
3.0003	3.0003.11	Anne Denby	Canal River & Trust	N/A	N/A	N/A	BE2	Local Plan	No	No	No	N/A	N/A	The Trust would wish to highlight the potential of the canal for heating and cooling for the district heat network or individual schemes such as allocated sites.	The policy or supporting text should be amended to include reference to the potential of the canal to contribute to low carbon technologies.	Noted.
3.0003	3.0003.2	Anne Denby	Canal River & Trust	N/A	N/A	N/A	DS6	Local Plan	No	No	No	N/A	N/A	From the table of allocated sites, it appears that the following have the potential to impact on the canal corridor - EMP1 (Faultlands), EMP4(Coventry Road) and EMP5 (Land at Caldwell Road Industrial Estate)	We would require any development at potential site allocations to not adversely affect the integrity of the waterway structure, quality of water, result in authorised discharges and run off or encroachment; detrimentally affect the landscape, hertiage, ecological quality and character of the waterways; prevent the waterways potential for being fully unlocked or discourage the use of the waterway network. The sites identified all have the potential to increase footfall to the canal corridor. Therefore enhancements should be included as a necessary infrastructure requirement.	NBBC has worked cooperatively with stakeholders to consider the potential implications of the Borough Plan, and to consider the requirements for necessary improvements and mitigation. Any planning application for the development of the strategic allocations will need to be supported by appropriate evidence to identify what measures will be taken to deal with the anticipated impacts of the scheme on waterways and any necessary infrastructure requirements.
3.0003	3.0003.3	Anne Denby	Canal River & Trust	N/A	N/A	N/A	HSG3	Local Plan	No	No	No	N/A	N/A	The site is currently designated as green belt and canal enjoys a picturesque rural outward view. Development in these locations has the potential to significantly alter the character of this stretch of canal. Its important that HSG3 and EMP1 work together in terms of keeping a sense of countryside with careful consideration in how/where buildings are placed, their height and landscape proposals. The canal is well considered within policy wording with positive ideas put forward within a heritage trail. The enhancement of the Turnover Bridge and improved access for cyclists/walkers will also aid in generally enhancing the canal and its assets.	The provision of services for canal users, pedestrians/cyclists and boaters could be explored within comprehensive redevelopment masterplans. The development will lead to increased demand for use of the bridge and towpath in this area and therefore the requirement within the policy for development to address this and provide appropriate enhancements is welcomed. In regards to the enhancement of Turnover Bridge, the trust would wish to ensure that appropriate repair methods are employed on the bridge and the large 18th Century brick culvert to the north of the site must be retained.	Any development proposals will need to accord with other policies within the Plan (such as NE1, NE2, NE3, NE4 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Heritage Impact Assessment, Landscape and Visual Impact Assessment). In addition, the statutory consultees will be consulted to guide development proposals and requirements for necessary infrastructure contributions.
3.0003	3.0003.4	Anne Denby	Canal River & Trust	N/A	N/A	N/A	HSG11	Local Plan	No	No	No	N/A	N/A	The allocation includes the provision of a new bridge to facilitate additional access to the site. This will need to be designed with consideration to the historic canal environment. The bridge should be fixed to reduce future maintenance and avoid the need for boats to stop at the crossing. With any development close to the waterway there is potential for adverse impacts on the infrastructure of the canal in terms of stability, drainage, pollution etc. Any development will need to ensure no additional load is transferred on the structures.	Section 12 should be amended to state that planting should be native and appropriate for its waterside location. Any planting should be positioned to ensure room for future growth. The canal side amenity area and way finding signage should also be considered and included within policy. Pedestrian connections to the towpath should be included as a requirement for the development of the site in accordance with Policy HS6. Enhancements are needed in the absence of properly designed access points to ensure informal accesses are not created by future occupants wishing to access the canal corridor adversely impacting on visual amenity and structural integrity. Enhancements of access from Bridge 23 should be made a requirement within the policy wording.	Noted.
3.0003	3.0003.5	Anne Denby	Canal River & Trust	N/A	N/A	N/A	DS5 (NUN015)	Local Plan	No	No	No	N/A	N/A	The Trust have previously raised an objection to an application on this site in 2013 due to design, layout and impacts on structural integrity.	It is not clear if these concerns have been addressed and we wish to be assured that the impact of the canal, due to the constrained nature of the site has been fully considered and is addressed in any future applications.	Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and potential impacts (e.g. Transport Assessment, Landscape and Visual Impact Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals.
3.0003	3.0003.6	Anne Denby	Canal River & Trust	N/A	N/A	N/A	DS5 (NUN242)	Local Plan	No	No	No	N/A	N/A	Hawkesbury Pump house is owned and promoted by the Trust and therefore its inclusion as an allocation is supported.	N/A	Noted.
3.0003	3.0003.7	Anne Denby	Canal River & Trust	N/A	N/A	N/A	EMP1	Local Plan	No	No	No	N/A	N/A	The site and its removal from the green belt will lead to a significant change in the character of the canal and its location. This policy does not read as contentious of the Coventry Canal and the impact could be mitigated to some degree if a sense of countryside is retained.	Landscape proposals would need to demonstrate that they work to buffer the harder visual impacts of the development. The landscaping should be considered in conjunction with Gipsy Lane in a comprehensive masterplan to ensure a consistent approach. A comprehensive assessment of the likely pedestrian/cycle links between development and north/south along the canal corridor should be required to provide necessary enhancements. Section 5 of the policy should be amended accordingly taking account of required enhancements. The Griff Arm canal should be identified in any redevelopment proposals to allow the possibility of future restoration. Developments should consider pedestrian/cycle links to the path aside the disused canal.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved.
3.0003	3.0003.8	Anne Denby	Canal River & Trust	N/A	N/A	N/A	EMP4	Local Plan	No	No	No	N/A	N/A	The southern boundary of this site would also impact on the line of the disused canal and therefore should take account of its possible future restoration. Appropriate assessments in relation to contamination and archaeology should also be required for development in the vicinity. Any development will need to ensure there is no conflict with the Griff Arm pumping shaft on site as this line of piped feed will need to be protected with continues access for maintenance. The Griff Brook Culvert would also need to be assessed as part of the development to ensure additional flows could be accommodated with necessary mitigation works being a requirement of the development.	The southern boundary of this site would also impact on the line of the disused canal and therefore should take account of its possible future restoration. Appropriate assessments in relation to contamination and archaeology should also be required for development in the vicinity. Any development will need to ensure there is no conflict with the Griff Arm pumping shaft on site as this line of piped feed will need to be protected with continues access for maintenance. The Griff Brook Culvert would also need to be assessed as part of the development to ensure additional flows could be accommodated with necessary mitigation works being a requirement of the development.	Noted. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including contamination, heritage assets and archaeology. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as BE1 and BE4) and national planning policy. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
3.0003	3.0003.9	Anne Denby	Canal River & Trust	N/A	N/A	N/A	EMP5	Local Plan	No	No	No	N/A	N/A	Additional native planting would aid in screening the development from the canal and limit the height of the proposed buildings to 2 storeys would further aid in minimising any visual impact. The existing link to the towpath from the site should also be enhanced and considered in the design of the scheme.	Additional native planting would aid in screening the development from the canal and limit the height of the proposed buildings to 2 storeys would further aid in minimising any visual impact. The existing link to the towpath from the site should also be enhanced and considered in the design of the scheme.	Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as NE1 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Landscape and Visual Impact Assessments). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
3.0004	no rep for this reference															

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3.0005	3.0005.1	Tim White	Equality and Human Rights Commission	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	The commission does not have the resources to respond to all consultations, and it is not our practice to respond to consultations on local plans or infrastructure projects unless they raise a clear or significant equality to human rights concern.	N/A	Noted.
3.0006	3.0006.1	Sue Green	Home Builders Federation	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	Although, the HBF welcomes the proposals for a future move towards a statutory plan for Coventry & Warwickshire in the meantime there remains a level of uncertainty about whether or not OAHN for the Coventry &Warwickshire HMA will be met in full. The plan is not consistent with national policy, not positively prepared nor justified so it will be ultimately ineffective.	N/A	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to
3.0007	3.0007.1	Melanie Lindsley	The Coal Authority	N/A	N/A	N/A	Entire Plan	Local Plan	Yes	Yes	Yes	No	N/A	The Coal Authority would wish to see appropriate signposting in the introduction to the Nuneaton and Bedworth Local Plan to plans being prepared by Warwickshire County Council, such as the Warwickshire Minerals Local Plan, which will form part of the Development Plan for the area. This would ensure that plan uses are made aware of the full planning policy context.	The Coal Authority would wish to see appropriate signposting in the introduction to the Nuneaton and Bedworth Local Plan to plans being prepared by Warwickshire County Council, such as the Warwickshire Minerals Local Plan.	Noted.
3.0007	3.0007.2	Melanie Lindsley	The Coal Authority	N/A	N/A	N/A	BE1	Local Plan	Yes	Yes	Yes	No	N/A	The Coal Authority supports the inclusion of Policy BE1 in the Local Plan.	N/A	Noted.
3.0008	3.0008.1	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	Chapter 3 (Issues Facing the Borough)	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	Local Plan should ensure that it is up to date with the NPPF.	Paragraph 3.3 should describe the levels of crime and fear of crime experienced in the borough.	The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF.
3.0008	3.0008.10	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG4	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.
3.0008	3.0008.11	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG5	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.
3.0008	3.0008.12	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG6	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.
3.0008	3.0008.13	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG7	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.
3.0008	3.0008.14	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG8	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.
3.0008	3.0008.15	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG9	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.
3.0008	3.0008.16	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG10	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.

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	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0008	3.0008.17	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N/A	HSG11	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers.
3.0008	3.0008.18	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HS1	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	Support this policy . The Place Partnership are grateful for the Council for acting on the amendments that were proposed previously. Police concur with the Council. Consistent with national policy.	N/A	Noted.
3.0008	3.0008.19	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	Chapter 4 (Vision and Objectives)	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	Welcome and support the objective. This also fully addresses the reps submitted in 2015. The Council's decision to amend objective 5 is supported by the NPPF.	N/A	Noted.
3.0008	3.0008.2	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	Chapter 4 (Vision and Objectives)	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	We welcome and support the inclusion of Objective 6 in the Plan. Police are grateful for the borough of taking on the previous comments on proposed wording. Also consistent with NPPF.	N/A	Noted.
3.0008	3.0008.3	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	BE3	Local Plan	Yes	No	Yes	Yes	Happy to participate if Inspector sees fit.	Welcome and support the requirement for major development to meet secured by design principles, however the proposed wording could lead to ineffective implementation across the borough. In accordance with the NPPF. No reason to not state that in policy that major residential developments should follow Secured by Design.	Request the following amendments are made: 'contribute to reducing crime, anti-social behaviour and the fear of crime by meeting the principle, concepts and standards of secured by design.'	Noted.
3.0008	3.0008.4	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	SA1	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	Express their support for the inclusion of part 8 of policy SA1 and paragraph 6.27 in the Plan, also supported by national policy.	N/A	Noted.
3.0008	3.0008.5	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	TC2	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	Welcome and support the statement in TC2 that developments relating to night time activities should show how they create safe and secure town centre. welcome commitment that a Town Centre Area Action Plan will be prepared.	N/A	Noted.
3.0008	3.0008.6	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	Chapter 4 (Vision and Objectives)	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	Welcome and support the amendment made to the Vision to include reference to safe communities. This is supported by the NPPF. This reference helps to create a 'golden thread' running through the Plan in relation to this topic.	N/A	Noted.
3.0008	3.0008.7	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG1	Local Plan	Yes	No	Yes	Yes	Happy to participate if Inspector sees fit.	Object to this policy and see it as unsound. It is inconsistent with NPPF, will result in unsustainable development, fails to reflect Place Partnerships Ltd are already in discussion with the Council and developers in relation to the land it covers and it is not positively prepared.	To resolve the objections it is requested that there is the inclusion of the following wording: 'financial contributions towards police and other emergency services infrastructure required to support the development.' Also incorporate the key development principle into this policy to make it sound.	The Council acknowledges that additional infrastructure will be required to support new planned development and that parts of HSG1 already have planning permission. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
3.0008	3.0008.8	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG2	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
3.0008	3.0008.9	Andrew Morgan	Place Partnership Ltd		Warwickshire Police and West Mercia Police	N	HSG3	Local Plan	Yes	Yes	Yes	Yes	Happy to participate if Inspector sees fit.	This policy proposes a significant amount of housing development, however it fails to recognise that additional policy and other emergency services will be required in order for these services to be delivered to the sites once completed. This is inconsistent with national policy. This policy cannot be considered positively prepared. Policies are inconsistent with policy HS1.	The following should be included as a Key Development Principle': 'financial contributions towards police and other emergency services infrastructure'.	The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items.
3.0009	3.0009.1	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	DS4	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable compaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	The proposed development targets are unreasonable, unachievable, unviable and unsustainable. The borough council took the political view that it wanted an incredible amount of job creation over the 18 years without any evidence of how it could possibly happen. The target for 7,900 dwellings is totally unrealistic. The real evidence from 2013 is that we need around 300 homes a year, a bit under or over depending on economic growth. Applying a look forward projection based on any under or over delivery double counts the over delivery. It is unreasonable to have a duty to cooperate need to build homes in the borough in 2011 to meet the claimed inability of Coventry to find housing land after 2026. It is also unreasonable to have built homes between 2011 and 2017 for economic growth that will magically happen after 2021. The latest 2016 SHMA update is before any impact of Brexit and down turn in overseas students. The graph set out in the response shows the latest immigration data. This is especially relevant to Coventry with around 50,000 students and net population growth almost entirely due to net migration. It is clear that between 2011 and 2017 no significant net jobs have been created. A report by the House Builders Federation (attached to this representation) shows that around 3,000 homes become available each year that are not included in planning department returns to Government. This is leading to considerable overestimate of how many homes we need to build. There is no list of what has been removed. There is no list of what sites have been completed or list of sites with planning permission. Overall the expected density of large sites is far too small. We already have the lowest housing prices in the sub-region. Any attempt to build more than 400 homes a year will cause new house	The proposed housing target be reduced to a base target of 6,560 over the 20 years. If Coventry are unable to accommodate its housing requirement later in the plan then and only then should land be reallocated at the fraction of the under delivery based on equitable redistribution of employment, public transport and housing to the most sustainable locations.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. NBBC, in cooperation with other Councils within the HMA, has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough and the wider HMA and Employment Land Requirement (ELR). Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and ELR, and to creating a housing and employment balance. For the Council to not plan for this
3.0009	3.0009.10	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	HSG3	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	It is likely that the allocation HSG3 is not needed and it should not be allocated but held in reserve. It should not be developed unless there is a clear increase in population growth and only then after a safe route has been established through EMP1 to Bermuda Park.	Remove allocation HSG3 and retain as Green Belt for the time being.	Noted. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant.
3.0009	3.0009.11	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	HSG11	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	This could be a site for sustainable development if a safe walking and cycling route is developed to the town centre via St Mary's Road. It could also be linked to increased employment use on Judkins site.	Add requirements for safe walking/cycling route to Town and Station.	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites.
3.0009	3.0009.12	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	BE2	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	We need to add some quality requirements so that only genuine low carbon technologies and really sustainable biomass is supported. Having a limit on electrical power output means a badly designed turbine could be approved but a better one of less equal size with less noise would be rejected.	Adjust as requirements.	At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar photovoltaics and solar thermal, along with any future renewable or low carbon technology that may become more suitable for the Borough during the plan period. e) Ensure development makes links to cycling and walking networks to encourage green travel. All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the

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3.0009	3.0009.13	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	NE4	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Flood risks should be managed through development and build out of sites, not just after completion. We need to add considerable more trees to our borough, especially high up in the catchment area.	Adjust as requirements.	Noted. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan
3.0009	3.0009.14	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	SA1	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable compaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Need to retain external hedges and highway trees wherever possible. We need to add real areas of woodland and we must end the dropping of cycling infrastructure due to the lack of future maintenance budget. We need to insist that drainage works while sites are built out and we need to have honest assessments of cumulative impacts of developments on air quality. Dwelling numbers should be based on a density of between 35 and 45 dwellings per ha of habitable land.	Change text to suit my comments.	The comments are noted. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as NE1, NE2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Tree Surveys, landscaping plans, Landscape and Visual Impact Assessments). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
3.0009	3.0009.15	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	H1	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable compaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	This policy is not strong enough. The issue is so important that larger sites should have explicit requirements to provide housing for older people.	Add requirements for explicit housing older people. May be worth splitting 5 year housing supply to ensure that we have the correct mix.	The policy has been structured to allow flexibility to reflect new evidence, market factors and demographic changes that may occur locally over the plan period, and as well as any changes in government policy regarding housing options. The policy is informed by the SHMA, which assesses the full local housing need, based on statistical evidence and survey data, and makes informed recommendations about the required mix of all housing types. A range of factors that influence demand are all accounted for in the SHMA process. The SHMA is regularly updated to respond to such changes and to provide a current evidence base that informs decision-making related to housing and planning.
3.0009	3.0009.16	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	H2	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Affordable housing is built too late in the development of sites and developer slow down just before the requirement kicks in. We also see far too many sites just below the 15 threshold. Should have a target that starts at 1 affordable unit at 8 homes and rises one by one for each additional 4 homes up to 100 homes, then the target should rise at 1 each 3 homes.	Add requirement.	It is one of the Council's key objectives to achieve a suitable mix of housing to meet the specific needs of the Borough. The proportion of affordable housing provision stated within the policy (i.e. subject to viability, 25% for developments >15 dwellings; 20% for developments between 11-14 dwellings) has been established through various background evidence documents, which found that the proposed provision would be appropriate, subject to viability.
3.0009	3.0009.17	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	TC1	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	It is possible that the decline in non-internet retailing will remove the need for any additional town centre comparison or convenience space. Instead we should increase public open space, edge of town housing and entertainment. We need a new art venue in Nuneaton to upgrade the Abbey Theatre. We need to make pedestrian streets wider and incorporate more trees benches and features.	Add requirements.	Noted. The Borough Plan has made a commitment to improve its town centres in Policy TC2, the Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The policy allows for a mix of uses and sets out that 'Other retail uses (Use Classes A2-A5) will be permitted within the town centre where they do not undermine or adversely impact, either individually or cumulatively, the vitality, viability, character of the area and overall vision for the town centres.' This approach is in accordance with NPPF Para 23 includes that LPA's should 'define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations' and also 'It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.'
3.0009	3.0009.18	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	TC2	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	It is possible that the decline in non-internet retailing will remove the need for any additional town centre comparison or convenience space. Instead we should increase public open space, edge of town housing and entertainment. We need a new art venue in Nuneaton to upgrade the Abbey Theatre. We need to make pedestrian streets wider and incorporate more trees benches and features.	Add requirements.	Noted. The Borough Plan has made a commitment to improve its town centres in Policy TC2, the Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The policy allows for a mix of uses and sets out that 'Other retail uses (Use Classes A2-A5) will be permitted within the town centre where they do not undermine or adversely impact, either individually or cumulatively, the vitality, viability, character of the area and overall vision for the town centres.' This approach is in accordance with NPPF Para 23 includes that LPA's should 'define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations' and also 'It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.'
3.0009	3.0009.19	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	DS7	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable compaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	There is currently little justification for removing land from the Green Belt. The Borough is not an attractive location for working age people to move to given its limited and expensive public transport and limited employment opportunities. We should not be building sports pitches all over our green belt.	Change text to suit my comments.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth, Bulkington Keresley and Ash Green), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including those within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should
3.0009	3.0009.2	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	Entire Plan	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Waddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	The working party has failed to be consulted properly and goes for up to two years without meeting. Councillors are not going to be briefed until after the consultation closes. The few consultation drop-in events were during the first weeks of consultation and the one in the north of Nuneaton was held on the same evening as the Council budget setting meeting. The Council has modified and added to the documentation in evidence base during the consultation. [The respondent has stated that this response refers to 1.4-1.7, however, in reading the response we have suggested that it refers to the Entire Plan.]	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
3.0009	3.0009.20	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	DS2	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable compaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Sports, culture, play and open spaces funding has not always been spent fairly across the borough. The settlement of hierarchy must not be used to direct housing to the edge of the borough while directing funding for services to a few lucky areas like Bede and Wembrook wards.	Add new text.	Noted. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. Planning obligations and conditions will be used to secure funding to deliver infrastructure provisions and/or improvements associated with the development. The infrastructure requirements for each strategic site are outlined in the site specific policy and supplemented by the Infrastructure Delivery Plan, which is updated annually.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0009	3.0009.21	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	DS4	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Para 5.23-5.30 - There is absolutely no justification for the 0.7% employment growth rate, and it is impossible to get growth for years in the past. Employment should be properly modelled taking account of the Councils ability to change the past or instantly to become successful. Keeping net job losses at zero would be a realistic aim for the Council. There is no way that the land trajectory will happen - Nuneaton and Bedworth is full of things and constraints including landfill sites, spoil heaps and hazardous chemical blast zones.	Reduce targets and be more realistic.	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The Employment Land Review (2016) included an assessment of all existing and proposed land for employment uses in the Borough. The Review identified a number of potential sites and provided details on the availability and deliverability of each site. The Borough Council considered the findings of the Review together with other planning considerations and identified a total of 98.6ha of employment land.
3.0009	3.0009.22	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	DS5	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	The list of strategic sites needs reducing and reassessing based on honest sustainability and viability assessments. We need housing allocated to small employment sites which will become redundant before 2031. We urgently need new development focus on the over 65s and far more in town centre locations.	Reduce targets and be more realistic with which sites are needed and sustainable.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The Borough Plan seeks to ensure that housing needs of the population are met by requiring a mix of housing types, sizes and tenures to be provided based on the need and demand identified within the most up to date SHMA. This includes consideration to the needs of older people within the Borough. The Borough Plan notes that the number of elderly people, in absolute numbers and as a proportion of the population is increasing significantly, and is expected to continue to do so. The Plan therefore seeks to ensure that appropriate local housing options for an increasingly older population is provided, with a range of housing types (general market, supported specialist housing etc.) to cater for the varied health needs of older people.
3.0009	3.0009.23	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	DS6	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Faultlands farm EMP1 may be a better location for housing or mixed use. It is very close to Bermuda Park railway station and has 6 buses per hour pass on Coventry Road. With Brexit and over optimistic projections may mean it can be retained as Green Belt. I would propose that its use is pushed back to the last 5 years of the plan so that the requirements can be recalibrated. Site EMP5 is too small and has failed to attract interest. It should be used for housing.	Change text to suit my comments.	Noted. The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough. Reference to membership of the EU is noted. However, it is not considered that this has influence over the local housing or employment land needs. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The employment allocations were assessed as part of the Employment Land Review.
3.0009	3.0009.3	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	Entire Document	Sustainability Appraisal	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	The Sustainability Appraisal is on version 3 and seems to be the last part of the Local Plan process. It appears that after all the work is complete, the Sustainability Appraisal is made to claim that the outcome is sustainable. There is serious concern that the evidence base has been written to support the plan rather than written to shape the plan. The Council have failed to examine proper alternatives to the plan in scale or location.	The plan cannot be made sound without proper rewrite, new consultation and honest evidence base. Site allocations need revising based on sound assessment of most sustainable sites. Number of housing needs reducing to take into account of excessive claimed objective need.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The sustainability appraisal was undertaken by independent external consultants.
3.0009	3.0009.4	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	Entire Document	Air Quality Assessment	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	There is a serious concern that the evidence base has been written to support the plan rather than written to shape the plan. The Council Officers have manipulated data and consultant's reports to mislead the public. We have found out that the Council requested that the end of the executive summary be significantly modified under the orders of the Council Director for regeneration and public protection. The Council have secretly stopped monitoring 3 points on the Old Hinckley Road including the kerbside at number 34. The Council tried to doctor the measured values at that location and the reported values in the borough plan "Air Quality Assessment" are lower than in the annual air quality reports. A large amount of the impacts of poor air quality are down to the fine particles which do not fall off in the same way as NO2. NO2 has shown no signs of improving in the way the model forecasts and has been modelled using just an average link speeds over 6 hours per day. Further, the Council has been systematically changing the monitoring network to capture less high readings. Further, air quality is not improving and the proposals will make things considerably worse in the next 7 years. The whole borough model is flawed. The monitoring network has been designed not to detect much traffic pollution and the traffic mix is dreadful. The traffic/road modelling is wrong.	The plan cannot be made sound without proper rewrite, new consultation and honest evidence base. The Council must ensure that all development has no net negative impact on air quality through provision of sustainable travel, reduced need to travel, improve heating system , reallocating road space, electrification of transport and limits to development in unsustainable location. Ensure real, robust and public accessible air quality monitoring is installed before development and operated until at least 4 years after completion.	The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Individual applications will be required to provide appropriate supporting documentation that provides an assessment of the potential air quality impact, and how any impact will be mitigated. The Air Quality Assessment 2017 at 5.3 states that, "The Borough Plan proposals will result in negligible changes in concentrations across the borough, including at town centre locations and within the AQMAs in
3.0009	3.0009.5	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	Chapter 1 (Introduction)	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Para 1.2.2 There is no easy way to find Sustainability Community Plan on NBBC website. The borough plan is based on building car dependant households on greenfield sites. The plan fails to support housing and commercial development on or near to town centres.	Place a revised Sustainability Community Plan on the borough's website.	In line with national planning policy, the Plan promotes sustainable patterns of development. To this end, the objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Through allocations and the Settlement Hierarchy, the Plan channels new development to the most sustainable locations. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision.
3.0009	3.0009.6	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	Chapter 1 (Introduction)	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Para 1.2.7 Significant housing has built without the required funding for items in the Infrastructure Delivery Plan. It is likely that the majority of our real housing need will have permission before the plan can possibly be adopted. Trying to build more than the Objectively Housing Need will result in collapse of house prices and viability. Housing far away from employment sites increases the need for transport infrastructure that is unaffordable.	It is possible that this cannot be fixed. The housing target needs reducing to provide a viable level of funding for infrastructure. Funding for sport needs to be allocated in line with all new housing.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be
3.0009	3.0009.7	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	HSG1	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	The HSG1 site is not viable or sustainable, it would produce excessive air quality impact on Old Hinckley road AQMA. Delete northern distributor road. The parks in Weddington need including as most of the development is gerrymandered into non-Labour core areas. There is an unacceptable impact on air quality on the air quality monitoring area due to traffic. Very roughly, the development plans would see a 50% increase in that traffic. Parts of Weddington suffer from flooding and the drainage system is already failing at various locations in heavy rain. There is a lack of entrance to the railway station on Weddington terrace, lack of bus interchange with trains, lack of doctors surgeries etc. There is no safe cycling route into the town that is legal and safe.	Adjust to reflect comments and remove allocation HSG1 above that which already has permission.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites were identified. These have been summarised within the policies. The requirements have been informed by discussions with key stakeholders and service providers. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0009	3.0009.8	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	Chapter 4 (Vision and Objectives)	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	Para 4.9 - The plan needs to target development to most sustainable locations both in terms of land use and transport impact. Sites with less need of drainage should be used first instead of wasting resources on making flood front sites viable. All significant sites should have access to public transport 7 days a week and walking and cycling network connections must be made at the occupation of developments. Biomass can have sustainability and air-quality issues. I would only consider it as sustainable in a few special cases. Highway trees and hedgerows must be considered fully at onset and not removed later in the design process.	Add new text.	At the heart of the NPPF is a presumption in favour of sustainable development. In line with this, Objective 8 of the Borough Plan sets out the Council's intention "To address climate change and encourage sustainability in all new development". Objective 8 states, that in particular, the Council seeks to: a) Avoid where possible sites that are at risk of flooding now or in the future. b) Utilising appropriate sustainable urban drainage systems for flood or surface water attenuation and using water sustainably. c) Protect and enhance the Borough's ecological network, in particular priority habitats and species and minimising impacts on biodiversity. d) Maximise energy efficiency and the use of renewable energy, particularly those with greatest potential in the Borough. For example, combined heat and power district energy, biomass energy, ground source heat pumps, solar photovoltaics and solar thermal, along with any future renewable or low carbon technology that may become more suitable for the Borough during the plan period. e) Ensure development makes links to cycling and walking networks to encourage green travel. All new development should accord with the objectives of the Borough Plan. It is acceptable for the Plan to go beyond the requirements of national policy in order to respond specifically to the needs and requirements of the
3.0009	3.0009.9	Keith Kondakor	Councillor	N/A	N/A	O - Councillor who reads cabinet paperwork	HSG4	Local Plan	No	No	No	Yes	I am the most experienced and knowledgeable campaigner in the borough for a fair and sustainable borough plan. I have been a local environmental campaigner since 2005 and borough councillor for Weddington Ward since 2012. I have produced significant responses to the 2013 and 2015 consultations. I have taken part in the inspection of the Coventry Local Plan.	There should be no development on Bedworth Woodlands. If possible, the site should have Green Belt protection. It is not a suitable location for development given its isolation from sustainable transport and employment sites.	Remove development allocation HSG4 and designate as Green Belt.	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Any development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
3.0010	3.0010.1	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	I do not believe that the Borough Plan is an effective tool to shape the future of the Borough. It is not able to demonstrate exceptional circumstances required, particularly in removal of the greenbelt. The plan process has not enabled local people to have a voice on development in their, having little opportunity to consult or influence the proposals. Concerned that the Borough Plan does not contain a coherent strategy for economic development(Policy E1), lacking detail on how the borough can capitalise on the success of business sectors for the benefit of local residents. The aims of the plan are worthy, but the plan does not contain a roadmap of how those aims can be achieved.	N/A	The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications. In line with the NPPF's objective for supporting sustainable economic growth, through Policy E1 the Council seek to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential
3.0010	3.0010.10	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	HS2	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	I support the 15% transport modal shift, however no detail is given to how the requirement will be measured. I am also dismayed that the council has not yet completed the work to identify appropriate car parking standards across the borough seeing as this is an important issue for residents.	N/A	The Strategic Transport Modelling report sets out para 1.20 that it is up to the individual site promoters to demonstrate the manner in which this 15% can be achieved, allowances have been made within the mitigation schedule for the delivery of £9.2 million of works to be included which will help deliver this mode shift target; this includes the following proposals: - Sustainable Transport contributions - Bus Priority enhancements - Long Shoot to Town Centre Cycle Route In addition Appendix C of the report sets out an addendum to provide that further detail regarding how improvements to walking, cycling and public transport will complement the wider transport strategy set out within the STA.
3.0010	3.0010.11	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	NE4	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	Concern on the maintenance responsibility for these buffer strips, this should be clearly defined. Local residents are unhappy with the current maintenance measures in the town.	N/A	Maintenance will be supported and will be resolved at the detailed planning application stage as there are n.
3.0010	3.0010.2	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	Disappointed that the council have not followed their proposal from the 2013 Preferred Options document that the Woodlands should be allocated as an area of Greenbelt. The inclusion of this site is a breach of policy as there are many sites in the Bedworth area which are described as being of 'Lesser Value' in the LCA Report. Concerns on the impact of 689 new dwellings will have in regards to additional traffic and congestion. Issue of flooding on the proposed site which is not adequately considered within the Borough Plan. Drainage is of great concern to local residents, as there is worry that inadequate drainage in place could cause flooding in the area.	N/A	The HSG4 allocation has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North
3.0010	3.0010.3	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	General objection to the removal of sites from the greenbelt. In the Landscape Character Assessment the site has been included in Keresley Urban Fringes Character Area. I believe this is inaccurate as it does not directly adjoin either Keresley or the other areas in the character area. The primary access for vehicles to the site will be from Hospital Lane and road improvements will need to be made. Concerned on the implications for increased traffic for this area, in light of HS2 requirement to reduce car usage.	I believe the site should be regarded as a continuation of the Keresley Newlands Ancient Arden and protected accordingly.	Noted. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or
3.0010	3.0010.4	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	General objection to the removal of sites from the greenbelt. Implausible that a wayleave for electricity pylons could be used to create a high quality green corridor. The fact that the site abuts the M6 Motorway should not be used as a reason to devalue Green Belt status. Concerns on air quality. Concerns about the delivery of the infrastructure requirements of the site and that the plan for development is to be phased causing inconvenience to local residents.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
3.0010	3.0010.5	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	EMP6	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	General objection to the removal of sites from the greenbelt.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.

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3.0010	3.0010.6	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	EMP2	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	General objection to the removal of sites from the greenbelt.	N/A	Noted. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites.
3.0010	3.0010.7	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	EMP7	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	General objection to the removal of sites from the greenbelt. The fact that the site abuts the M6 Motorway should not be used as a reason to devalue Green Belt status. Concerns on air quality. There are a number of existing empty sites on Bayton Road Industrial area. The councils priority should be to ensuring existing sites are used to capacity rather than introducing industrial development into inappropriate greenbelt areas. Concerns regarding accessibility of the site for HGVs travelling down residential streets towards the M6 causing additional traffic and congestion on already congested roads.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
3.0010	3.0010.8	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	TC2	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	Town Centres will not flourish if planning restricts uses.	Much greater flexibility in approach is required in order to revitalise these areas.	The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The policy allows for a mix of uses and sets out that 'Other retail uses (Use Classes A2-A5) will be permitted within the town centre where they do not undermine or adversely impact, either individually or cumulatively, the vitality, viability, character of the area and overall vision for the town centres.' This approach is in accordance with NPPF Para 23 includes that LPA's should 'define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations' and also 'It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.'
3.0010	3.0010.9	Craig Tracey MP	House of Commons MP	N/A	N/A	N/A	TC3	Local Plan	No	No	No	Yes	To represent the views and concerns of my constituents	I do not believe that rigidly sticking to a policy of protecting retail space within town centres is an effective way to regenerate these areas.	N/A	The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The policy allows for a mix of uses and sets out that 'Other retail uses (Use Classes A2-A5) will be permitted within the town centre where they do not undermine or adversely impact, either individually or cumulatively, the vitality, viability, character of the area and overall vision for the town centres.' This approach is in accordance with NPPF Para 23 includes that LPA's should 'define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations' and also 'It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.'
3.0011	no rep for this reference															
3.0012	3.0012.1	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	In its current form, we consider that the plan is not sound. The failure to fully meet the DTC provisions agreed across C&W is highly regrettable. A plan that fails to recognise the wider housing and economic growth requirements should not be submitted to examination. The proposals generally fail to recognise the wider sub region growth context and the need for long term growth provision. The plan is inward looking. Market intelligence and signals point to a deteriorating supply of employment land across many sectors of the market and a growth in demand for small and medium sized businesses. This is not recognised or acknowledged. The proposals are also quiet on affordable accommodation for small and medium enterprises. The LEP has highlighted the absence of clear information to support the timing, phasing and overall delivery of infrastructure.	N/A	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has planned for a 10% oversupply above the OAHN figure, so as to build in flexibility to respond to
3.0012	3.0012.2	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	DS5	Local Plan	No	No	No	N/A	N/A	Concern that this policy actively promotes the redevelopment of over 20ha of current employment land. This policy should be removed and the land held for employment uses.	N/A	The 20ha of existing employment land not being protected for employment uses has been added to the employment target, therefore, the overall quantum of employment land remains the same. The sites selected as being suitable for alternative uses were assess through the Employment Land Review as being no longer fit for purpose.
3.0012	3.0012.3	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	DS1	Local Plan	No	No	No	N/A	N/A	This policy is supported	N/A	Noted.
3.0012	3.0012.4	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	DS2	Local Plan	No	No	No	N/A	N/A	This policy is supported	N/A	Noted.
3.0012	3.0012.5	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	DS3	Local Plan	No	No	No	N/A	N/A	This policy is supported	N/A	Noted.
3.0012	3.0012.6	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	DS4	Local Plan	No	No	No	N/A	N/A	The LEP objects to this policy. The failure to meet levels of provision for Coventry and Warwickshire as identifies in the MOU'S for housing and employment will damage plan making and the provision of sufficient homes and jobs to meet requirements to 2031	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
3.0012	3.0012.7	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	SA1	Local Plan	No	No	No	N/A	N/A	Amend this policy to encourage mixed uses and smaller scale commercial development opportunities in large scale residential led development proposals	N/A	The results of the 2016 updated SHLAA and employment land review demonstrated the level of development that the Borough is able accommodate to meet the Borough's OAN and ELR, and to assist in delivering a proportion of the additional development required to contribute to meeting the needs of Coventry City Council. The proposed allocations have all been assessed against criteria to ensure that they are suitable, available and achievable for the uses proposed. Any development proposals will need to accord with other policies within the Plan (such as NE3) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
3.0012	3.0012.8	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	DS5	Local Plan	No	No	No	N/A	N/A	Re-examine HSG1-HSG11 and revise land use mix. Also, re-examine the potential of all large strategic residential allocations as proposed in the area specific policies to provide commercial and employment land. This will increase the sustainability of the proposals.	N/A	A comprehensive assessment of available land for development has been undertaken, most recently through the 2016 updated SHLAA, employment land review, and Sustainability Assessment. The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA, and through this assessment were considered to be the most appropriate sites. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Where there was a requirements for other uses such as a local centre or community centre this has been outlined in the strategic site policies.
3.0012	3.0012.9	N/A	Coventry and Warwickshire Local Enterprise Partnership	N/A	N/A	N/A	E2	Local Plan	No	No	No	N/A	N/A	Object. The Local Plan should not contain policies that actively encourage and promote the loss of existing employment land.	N/A	The 20ha of existing employment land not being protected for employment uses has been added to the employment target, therefore, the overall quantum of employment land remains the same. The sites selected as being suitable for alternative uses were assess through the Employment Land Review as being no longer fit for purpose.

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3.0013	3.0013.1	Cllr Jeff Clarke	Councillor	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	The Plan is fundamentally flawed with the housing to the north east of Nuneaton also flawed. The area is already restricted in the provision of infrastructure. Proposals for Job/Industrial provision is to be sited on the opposite side of the town thus creating additional pressure on roads. Any proposals for such large scale developments should have greater investigation and consultation with residents. Proposals for traveller provision has only been included where there appears to be gaps in the plan. The plan fails to adequately address required mitigation measures in terms on constrained sites including access. The requirement on councils to co operate does not mean they must take housing in on an already constrained borough and remove green belt. The plan seems to lack any connectivity, rationale or understanding of local residents or the future needs of the borough.	N/A	Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also
3.0014	3.0014.1	Mark Andrews	Coventry City Council	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	N/A	It is of our view that although NBBC have participated constructively within the development of MOUs and supporting evidence, the timing of the information released, the identification of the shortfalls and the subsequent timescales means we have serious concerns about how the engagement has informed evidence and been presented within the Borough Plan. In short, the implementation of the engagement has not been effective. Issues remain around the soundness of the Borough Plan and its ability to meet the requirements of the MOUs. We have sought to provide recommendations within out response and how the issues can be overcome in an effective way. We welcome further engagement to overcome these issues.	N/A	Noted. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full.
3.0015	3.0015.1	Cllr Clare Golby	Councillor	N/A	N/A	P	HSG2	Local Plan	N/A	No	N/A	Yes	To represent my resident’s views directly to the Inspectorate and answer any questions which may arise from my submission.	DS1 principles have not been met in this instance. HSG2 is not in accordance with the NPPF guidance on sustainable development. NPPF describes sustainable development is about positive growth – making economic, environmental and social progress for this and future generations. There is a failure on all three measures in relation to HSG2. There are issues with sustainability due to the lack of any significant infrastructure and it is clearly stated that due to the location of this site transportation modal shift is unlikely. HSG2 would, as the traffic modelling for Air Quality shows, without doubt open rat run’s through existing residential areas that are currently no through routes, leading to large volumes of traffic travelling at higher speeds creating a significant negative impact in terms of noise and pollution and affecting the existing community’s quality of life. There is a heavy reliance on the ability to funnel large volumes of strategic traffic on unsuitable residential estate roads. The Site comprises extensive greenfield land and thus development will have an adverse effect on the prudent use of resources, principally, the use of previously developed land. Further, several the 12 NPPF core planning principles have not been met.	Review the plan for HSG2 in its entirety working far more closely with the land owner & communities addressing the distinct lack of transport infrastructure & completely removing the reliance on estate roads to be used to funnel large volumes of strategic traffic out to the wider road network. Take up the offering of the land owner to provide better development opportunities for the area that would have a much more positive effect on the existing communities & residents that HSG2 currently offers. We have the opportunity of a completely blank canvas & we should be able to come up with something far more worthwhile & beneficial than HSG2 offers in the current proposal. It is suggested that HSG2 should consist of Provision of circa 1525 dwellings in a mix of dwelling types and sizes, should have an average density of 35 dwellings per hectare with higher density housing concentrated toward the current urban edge.	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In line with the NPPF, the
3.0015	3.0015.10	Cllr Clare Golby	Councillor	N/A	N/A	P	Entire Document	Infrastructure Delivery Plan	N/A	No	N/A	Yes	To represent my resident’s views directly to the Inspectorate and answer any questions which may arise from my submission.	The NBBC Borough Plan proposes a huge increase in housing & therefore residents, who will need to use multiple forms of transport, yet there are no new railway stations proposed to support this. The sole reliance on an unregulated bus market that has yet to agree any services to any of the new estates could result in these new developments not having adequate public transport provision or appropriate green travel plans, especially those which are proposed not to be situated near any strategic highway. I have great concern that a current situation where developers can use subdivisions of the same umbrella parent to avoid contributing towards wider transport improvements will be replicated on a massive borough wide scale & the residents of the borough will be the ones who ultimately suffer the negative effects of this with major issues of a lack of public transport provision & increase of the current issues we have with overutilization of the road network. As single developments, although abutting each other, they do not qualify for the need of any major infrastructure provision. However, if all these individual estates were look at in their entirety the area would automatically qualify for a major infrastructure program of works. The Strategic Transport assessment study (2012) should be considered out of date as there has been significant development & also further committed development since these referenced studies were under taken. This element of the plan is relying heavily on out of date information. That said there is an updated Strategic Transport Assessment (STA) provided (but not referenced as above) on the NBBC consultation site dated 2016. Unfortunately on studying these documents issues with the data have been identified in the traffic modelling undertaken by Warwickshire	The plan needs to show a park & ride car park facility at Bermuda Park located with main access off the Old Coventry Road which is a major route out of the borough. NBBC should liaise far more with the community and other transport bodies to identify sites for new stations in the borough. New developments should be concentrated in corridors with ready access to sustainable modes of transport or directly along the existing strategic transport network. Further, more accurate, studies should be completed to test the Borough Plan against accurate and consistent traffic data. The traffic models should be thoroughly reviewed and re-validated to ensure the correct traffic volumes are noted in the correct areas especially the Base Model data where the future year models are produced.	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the
3.0015	3.0015.2	Cllr Clare Golby	Councillor	N/A	N/A	P	DS5	Local Plan	N/A	No	N/A	Yes	To represent my resident’s views directly to the Inspectorate and answer any questions which may arise from my submission.	The density of housing is too high. It is stated in the borough plan preamble that [Nuneaton & Bedworth] is one of five Boroughs/ Districts within Warwickshire. It is the smallest in size, at 7,895 hectares. It has the second largest population at 125,200 (Census, 2011). Nuneaton and Bedworth Borough is the most densely populated area of the county with 1,592 persons per square km, compared to the Warwickshire average of 277. These facts alone should cause great concern. Also, situating higher volumes of housing towards the existing urban edge will cause more impact on existing residents that is necessary where the higher density housing should be situated away from existing residential communities to offer them some protection from negative impacts of increased numbers of housing in the area.	The overall housing requirement across the borough should be reduced or better distributed around the borough as it seems only certain areas are having to endure significant development where others, who are shown as having available land on the SHLAA are not have not had any development proposed. There is also no housing development proposed for the town centre locations, which today is an absolute must & would contribute to the regeneration of the dying town centres.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The housing numbers set out in the allocations indicate the approximate minimum numbers of units required to be delivered on each site. The SHLAA used density assumptions best on past applications and proposes different densities for brownfield and greenfield sites. The site allocation figures are based on the evidence base and information provided through the 'Call for Sites' by land owners and are not intended to be prescriptive, or a specified maximum or minimum, but a target figure. The number of units and density of development that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate evidence, as they emerge.
3.0015	3.0015.3	Cllr Clare Golby	Councillor	N/A	N/A	P	EMP1	Local Plan	N/A	No	N/A	Yes	To represent my resident’s views directly to the Inspectorate and answer any questions which may arise from my submission.	All employment sites are allocated for use B1, B2 & B8. There is no protections in the plan for communities near to proposed employments sites to protect them from the industrial use. I am, in my role as a councillor, dealing with resident’s issues caused by noise & environmental impact & transport issues caused by employment sites near to residential developments. The Borough Plan states at 6.28 "The development of each of the strategic allocations will need to take account of potential noise from neighbouring uses and road traffic noise. The precise nature of noise mitigation measures on each site will be established through undertaking of a Noise Impact Assessment"	Where possible Employment sites should not be situated bordering residential developments. They should have sufficient green buffer & noise reduction measures in place. They should also be situated directly off strategic highways & not where traffic generated by such employment sites will have a requirement to access residential communities (either new or existing) or use them as rat runs.	In addition to Nuneaton and Bedworth Borough’s own employment land needs there is also a need to consider Coventry’s employment land requirement which is unable to be met within the City’s boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry’s urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry’s unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to, and reviewed, each iteration of the Strategic Transport Assessment.
3.0015	3.0015.4	Cllr Clare Golby	Councillor	N/A	N/A	P	EMP2	Local Plan	N/A	No	N/A	Yes	To represent my resident’s views directly to the Inspectorate and answer any questions which may arise from my submission.	All employment sites are allocated for use B1, B2 & B8. There is no protections in the plan for communities near to proposed employments sites to protect them from the industrial use. I am, in my role as a councillor, dealing with resident’s issues caused by noise & environmental impact & transport issues caused by employment sites near to residential developments.	Where possible Employment sites should not be situated bordering residential developments. They should have sufficient green buffer & noise reduction measures in place. They should also be situated directly off strategic highways & not where traffic generated by such employment sites will have a requirement to access residential communities (either new or existing) or use them as rat runs.	In addition to Nuneaton and Bedworth Borough’s own employment land needs there is also a need to consider Coventry’s employment land requirement which is unable to be met within the City’s boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry’s urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry’s unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to, and reviewed, each iteration of the Strategic Transport Assessment.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0015	3.0015.5	Cllr Clare Golby	Councillor	N/A	N/A	P	EMP4	Local Plan	N/A	No	N/A	Yes	To represent my resident's views directly to the Inspectorate and answer any questions which may arise from my submission.	All employment sites are allocated for use B1, B2 & B8. There is no protections in the plan for communities near to proposed employments sites to protect them from the industrial use. I am, in my role as a councillor, dealing with resident's issues caused by noise & environmental impact & transport issues caused by employment sites near to residential developments.	Where possible Employment sites should not be situated bordering residential developments. They should have sufficient green buffer & noise reduction measures in place. They should also be situated directly off strategic highways & not where traffic generated by such employment sites will have a requirement to access residential communities (either new or existing) or use them as rat runs.	In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to, and reviewed, each iteration of the Strategic Transport Assessment.
3.0015	3.0015.6	Cllr Clare Golby	Councillor	N/A	N/A	P	EMP5	Local Plan	N/A	No	N/A	Yes	To represent my resident's views directly to the Inspectorate and answer any questions which may arise from my submission.	All employment sites are allocated for use B1, B2 & B8. There is no protections in the plan for communities near to proposed employments sites to protect them from the industrial use. I am, in my role as a councillor, dealing with resident's issues caused by noise & environmental impact & transport issues caused by employment sites near to residential developments.	Where possible Employment sites should not be situated bordering residential developments. They should have sufficient green buffer & noise reduction measures in place. They should also be situated directly off strategic highways & not where traffic generated by such employment sites will have a requirement to access residential communities (either new or existing) or use them as rat runs.	In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to, and reviewed, each iteration of the Strategic Transport Assessment.
3.0015	3.0015.7	Cllr Clare Golby	Councillor	N/A	N/A	P	EMP7	Local Plan	N/A	No	N/A	Yes	To represent my resident's views directly to the Inspectorate and answer any questions which may arise from my submission.	All employment sites are allocated for use B1, B2 & B8. There is no protections in the plan for communities near to proposed employments sites to protect them from the industrial use. I am, in my role as a councillor, dealing with resident's issues caused by noise & environmental impact & transport issues caused by employment sites near to residential developments.	Where possible Employment sites should not be situated bordering residential developments. They should have sufficient green buffer & noise reduction measures in place. They should also be situated directly off strategic highways & not where traffic generated by such employment sites will have a requirement to access residential communities (either new or existing) or use them as rat runs.	In addition to Nuneaton and Bedworth Borough's own employment land needs there is also a need to consider Coventry's employment land requirement which is unable to be met within the City's boundary. There is a strong case for councils working collaboratively, in accordance with the duty to cooperate, to bring forward additional supply on sites which adjoin Coventry's urban area – working together to consider what the best potential sites are which could be brought forward for development. Discussions between the Coventry and Warwickshire local authorities are ongoing. The Council was asked to accommodate 26 ha of Coventry's unmet employment need within the Nuneaton and Bedworth Borough. All of the employment sites were considered through the Employment Land Study 2016, those considered to have future potential had detailed assessments undertaken through the accompanying evidence base, such as landscape, transport, air quality and ecology. The Strategic Transport Assessment assessed the NBBC Borough Plan allocations, ascertained the potential transport impacts and investigated and identified outline mitigation schemes thereof. Highway England have also been involved throughout the process and have contributed to, and reviewed, each iteration of the Strategic Transport Assessment.
3.0015	3.0015.8	Cllr Clare Golby	Councillor	N/A	N/A	P	DS6	Local Plan	N/A	No	N/A	Yes	To represent my resident's views directly to the Inspectorate and answer any questions which may arise from my submission.	There is a lack of employment land provision included in this plan local to the areas who have the highest rates of unemployment & depravation & the lowest rates of car ownership within the borough. There is also a lack of public transport proposed from these areas to the employment sites in this plan. On review of this borough plan the total land available for employment use spread over these sites is 79.6Ha which it is evident, falls well short of the agreed ELMOU required provision of 113Ha. There should be a provision for employment land in and around the areas of depravation where possible that increases employment opportunities for access by means of transport other than by car.	Review the employment land recommendations & include additional land provision to fulfil the current & future employment needs of the borough. There should be a provision for employment land in and around the areas of depravation where possible that increases employment opportunities for access by means of transport other than by car. There are significant parcels of land available throughout the borough which could accommodate further employment sites in areas with high levels of depravation. Include additional land provision to fulfil the current & future employment needs of the borough and is located in or close to the existing SOA's.	The Employment Land Review (2016) included an assessment of all existing and proposed land for employment uses in the Borough. The Review identified a number of potential sites and provided details on the availability and deliverability of each site. The Borough Council considered the findings of the Review together with other planning considerations and identified a total of 98.6ha of employment land. The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. The Settlement Hierarchy proposed is based on the findings of a Settlement Analysis Report of Nuneaton and Bedworth (NBBC 2011) which considered the size of each of the settlements in the area, accessibility to a range of services and facilities and transport provision. The hierarchy recognises the role these settlements have in terms of employment, town centre, leisure and service provision. When land parcels were assessed for their suitability for strategic allocation, the criteria looked at the ability of the parcel to support the respective role of the settlements.
3.0015	3.0015.9	Cllr Clare Golby	Councillor	N/A	N/A	P	Entire Plan		N/A	No	N/A	Yes	To represent my resident's views directly to the Inspectorate and answer any questions which may arise from my submission.	The length of the consultation was too short with very little promotion and virtually no promotion before the consultation events started. There has also been very little opportunity for people who work to attend given the durations and times of day the consultation events took place. Some wards who are subject to proposals contained in the borough plan did not have a consultation in that ward. The consultation material was not specific enough for the locations the consultations were held in as they were not targeted. There was no one from the highways authority or highways planning present at any of the consultations to assist with answering resident's questions and the staff who were present openly said they could not answer any questions on infrastructure of highways plans as it was not something they were familiar with. This consultation is definitely not in accordance with best practice principles for public sector public consultation.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation events in the future to assist members of the public.
3.0016	3.0016.1	Kirstie Rea	Hinckley-Bosworth BC	N/A	N/A	N/A	Entire Plan	Local Plan	Yes	No	Yes	N/A	N/A	No concerns in relation to NBBC meeting the duty to cooperate with ourselves. We previously made comments on the 2015 version of the plan and highlighted concerns on the allocation for 3530 dwellings west of the A5 as it would increase travel movements and congestion. This submission version of the plan still include this location as allocation HSG1 (now 3331 dwellings). The IDP does not appear to include a wholesale consideration of the mitigation of impacts on the A5 route, although the NBBC's Strategic Transport Assessment (2016) does assess the impact and proposes a range of mitigation alongside the committed A5 schemes and these are adopted into the IDP. It would be preferable to have the mitigation of impacts on the A5 included within the IDP to ensure due weight is given.	N/A	Noted. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the
3.0016	3.0016.2	Kirstie Rea	Hinckley-Bosworth BC	N/A	N/A	N/A	Entire Document	Infrastructure Delivery Plan	Yes	No	Yes	N/A	N/A	The IDP does not appear to include a wholesale consideration of the mitigation of impacts on the A5 route, although the NBBC's Strategic Transport Assessment (2016) does assess the impact and proposes a range of mitigation alongside the committed A5 schemes and these are adopted into the IDP. It would be preferable to have the mitigation of impacts on the A5 included within the IDP to ensure due weight is given. HBBC would like to see greater emphasis given to the A5 Transport Partnership Group which particular reference to delivery of allocation HSG1. The importance of the relationship between HBBC and the A5 Transport Partnership Group is imperative to achieving continued growth.	N/A	Noted. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Euromest reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-it see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
E-0017	E-0017-1	Adrian Johnson	Highways England	SDS for Transport	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	Would like to continue engagement	It is considered that the following allocations have individual or cumulative impacts on the operation of the SRN, specifically the A5 and/or M6 Junction 3: H6Q1,H6Q2,H6Q3,H6Q4,EMP2,EMP4,EMP7	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high-level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
E-0017	E-0017-2	Adrian Johnson	Highways England	SDS for Transport	N/A	N/A	H6Q1	Local Plan	No	No	No	Yes	Would like to continue engagement	In support of proposal to develop a strategic access road/spine road to minimise the adverse impact of the development	N/A	Noted.
E-0017	E-0017-3	Adrian Johnson	Highways England	SDS for Transport	N/A	N/A	Entire Document	Strategic Transport Assessment	No	No	No	Yes	Would like to continue engagement	The STA does not fully consider the wider impacts of the SRN of growth set to come forward through the local plan.	It is anticipated that any further substantive improvements to the A6 be considered as part of a future route strategy/road investment strategy.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
E-0017	E-0017-4	Adrian Johnson	Highways England	SDS for Transport	N/A	N/A	Entire Document	Infrastructure Delivery Plan	No	No	No	Yes	Would like to continue engagement	Highways England should be named as a 'Responsible Agency' within the IDP. Within Highways England works to help cyclists walkers and other vulnerable road users, it has not given any detailed consideration to the schemes proposed in the IDP. No guarantee of Cycling fund quoted in the IDP.	N/A	Noted.
E-0018	E-0018-1	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	Pleased to see that health and wellbeing is a theme that runs through the plan. Strongly support objective 6.	N/A	Noted.
E-0018	E-0018-10	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6Q5	Local Plan	N/A	N/A	N/A	Yes.	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions and/or the provision of land for primary medical care to be given to NHS Warwickshire North CCG or successor body'.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-11	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6Q6	Local Plan	N/A	N/A	N/A	Yes.	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions and/or the provision of land for primary medical care to be given to NHS Warwickshire North CCG or successor body'.	Noted. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-12	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6Q7	Local Plan	N/A	N/A	N/A	Yes.	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions a for primary medical care to be given to NHS Warwickshire North CCG or successor body'	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-13	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6Q8	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions a for primary medical care to be given to NHS Warwickshire North CCG or successor body'	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-14	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6Q9	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions a for primary medical care to be given to NHS Warwickshire North CCG or successor body'	Noted. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-15	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6Q10	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions a for primary medical care to be given to NHS Warwickshire North CCG or successor body'	Noted. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-16	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6Q11	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions a for primary medical care to be given to NHS Warwickshire North CCG or successor body'	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-17	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	EMP2	Local Plan	N/A	N/A	N/A	Yes.	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Bipley Lane and Bulkington	Policies rewonded to include 'Financial contributions a for primary medical care to be given to NHS Warwickshire North CCG or successor body'	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
E-0018	E-0018-2	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6S	Local Plan	N/A	N/A	N/A	Yes.	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	Pleased to see that restrictions on fast food takeaways have been included in evidence which supports the notion that fast foods near school have an impact on obesity.	N/A	Comments noted.
E-0018	E-0018-3	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6S	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	Positive that the plan contains a target of zero applications to be granted contrary to HIA recommendations	N/A	Noted.
E-0018	E-0018-4	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	H6S	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Plan response further throughout the borough plan process	Strongly support the policy	N/A	Noted.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0018	3.0018.5	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	BE3	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Pan response further throughout the borough plan process	Support this policy	N/A	Noted.
3.0018	3.0018.6	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	HSG1	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Pan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Gipsy Lane and Bulkington	Policies reworded to include 'financial contributions and/or the provision of land for primary medical care to be given to NHS Warwickshire North CCG or successor body'.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
3.0018	3.0018.7	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	HSG2	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Pan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Gipsy Lane and Bulkington	Policies reworded to include 'financial contributions and/or the provision of land for primary medical care to be given to NHS Warwickshire North CCG or successor body'.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
3.0018	3.0018.8	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	HSG3	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Pan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Gipsy Lane and Bulkington	Policies reworded to include 'financial contributions and/or the provision of land for primary medical care to be given to NHS Warwickshire North CCG or successor body'.	Noted. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with the NHS and the Warwickshire North Clinical Commissioning Group to consider the potential implications on local primary and secondary health care provision, and the level of necessary requirements. As sites come forward, developers will work with the Borough Council and relevant statutory consultees to establish the level of contributions required to meet any identified need for bringing forward the expansions of facilities, or where necessary, any new facilities.
3.0018	3.0018.9	Gemma McKinnon	Warwickshire County Council - Public Health	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	Yes	Welcome the opportunity to discuss the IDP and Local Pan response further throughout the borough plan process	The CCG has identified that primary medical care capacity in the following areas will not be sufficient to meet the need arising as a result of planned housing growth, and consequently there will be a requirement for additional infrastructure in North Nuneaton, Arbury, Gipsy Lane and Bulkington	Policies reworded to include 'financial contributions and/or the provision of land for primary medical care to be given to NHS Warwickshire North CCG or successor body'.	Noted. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
3.0019	3.0019.1	Dave Barber	Warwick District Council	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	Objection on Duty to cooperate and soundness grounds, although its felt both of these can be overcome prior to submission. Concerns relating to duty to cooperate, housing and employment MOU's , Housing needs and supply and strategic infrastructure.	N/A	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
3.0020	no rep for this reference															
3.0021	3.0021.1	Nicholas Small	Stagecoach Midlands	N/A	N/A	N	Entire Plan	Local Plan	No	No	No	Yes	Stagecoach is the main commercial bus operator in the borough and best place to elaborate on current and likely future issues.	Plan still needs a great deal of work to be done, if it is to be effective and thus meet the test of soundness. Stagecoach recognises that the evidence on transport and movements set out in the STA represent a considerable advance from the last major consultation. However we are concerned the delivery of housing over the next 5 years will significantly exceed what has been modelled. Concern on the delivery of modelled mitigation. No progress on 15% mode shift objective.	N/A	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the
3.0022	no rep for this reference															
3.0023	3.0023.1	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	N/A	N/A	Additions to the wording of objective 8 to encourage use of SUDS. The county council as the Highways Authority have not been consulted on NUN130,308,106,100,307 therefore these sites have not been subjected to highway modelling. Suggest the council investigate the potential for homes in the town centre by promoting mixed use developments. Also, suggest there may be potential for sites around the rail station for housing. In terms of infrastructure provision, the Borough Plan suggests 5.5 forms of entry primary school provision, however there is a need for an estimated additional 4 forms of entry across Nuneaton and Bedworth (see appendix 1). The plan contains no reference to the management of either domestic or commercial waste facilities.	N/A	Noted. The objectives and policies of the Borough Plan seek to promote compact, mixed-use developments with good accessibility to local facilities and services that reduce the need to travel. In addition, they encourage alternative, more sustainable modes of transport to the car (including walking and cycling) through location of housing, employment sites, services and facilities, and provision of appropriate infrastructure for sustainable modes of transport. Planning applications will need to be accompanied by detailed assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. In preparing the Plan, NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications on local education provision, and the level of necessary requirements. The information in the plan is based on information provided by WCC. As detailed in the IDP, there is a need for expansion of facilities as well as the provision of new facilities to meet the growth requirements proposed within the Borough. This will be achieved through development contributions to the expansion of existing school facilities, or the development of new facilities on
3.0023	3.0023.10	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG3	Local Plan	N/A	N/A	N/A	N/A	N/A	This is a high risk site in terms of flood risk. Bordered by FZ2 and FZ3 the Griff Brook and Wem Brook in addition to Coventry Canal. There is no mention of this within the flooding section of the site only canal flooding is mentioned but the flood zones on two sides of the site need addressing. Further modelling of the watercourses will need to be undertaken as part of a FRA.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0023	3.0023.11	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG4	Local Plan	N/A	N/A	N/A	N/A	N/A	Ourselves and the EA share concerns in regards to Flood Risk in this area.	N/A	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict
3.0023	3.0023.12	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG5	Local Plan	N/A	N/A	N/A	N/A	N/A	There are no surface water outlines or fluvial flood zones on site	N/A	Noted.
3.0023	3.0023.13	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG6	Local Plan	N/A	N/A	N/A	N/A	N/A	There are no surface water outlines or fluvial flood zones on site	N/A	Noted.
3.0023	3.0023.14	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	Any development would need to ensure surface water flow routes are accounted for	N/A	With regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. Furthermore, it should be noted that any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals.
3.0023	3.0023.15	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	The corridor between parcels of land may serve as an easement for a sewer as a sewerage works is located on the other side of the rail line.	N/A	Noted. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development.
3.0023	3.0023.16	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG9	Local Plan	N/A	N/A	N/A	N/A	N/A	River Anker is likely to increase flood risk if not properly assesses and attenuated	N/A	NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and
3.0023	3.0023.17	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG10	Local Plan	N/A	N/A	N/A	N/A	N/A	Consultation with EA should be sought if properties are to be built within the flood zone as compensation may need to be provided.	N/A	Noted.
3.0023	3.0023.18	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG11	Local Plan	N/A	N/A	N/A	N/A	N/A	Safe access and egress should be considered by the developer.	N/A	Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
3.0023	3.0023.19	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	EMP1	Local Plan	N/A	N/A	N/A	N/A	N/A	In conjunction with site HSG3 modelling of the watercourse should be taken. Care should be taken to ensure no additional flow is passed downstream.	N/A	Noted. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. (All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and
3.0023	3.0023.2	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	DS5 (NUN337)	Local Plan	N/A	N/A	N/A	N/A	N/A	We contest whether these sites will continue to form viable agricultural units as these sites appear to be in separate land ownerships with irregular boundaries.	N/A	The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. The boundaries proposed are existing field boundaries.
3.0023	3.0023.20	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	EMP2	Local Plan	N/A	N/A	N/A	N/A	N/A	Flooding of properties and an employment site occurs further downstream into the Coventry CC boundary, this should be considered in the discharge of the site and location of buildings.	N/A	Noted. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan.
3.0023	3.0023.21	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	EMP4	Local Plan	N/A	N/A	N/A	N/A	N/A	The site is intersected by Griff Brook, this should be left as a green infrastructure corridor. WCC as an LLFA do not encourage culverting of watercourses.	N/A	Noted. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as NE1 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary mitigation and infrastructure contributions.
3.0023	3.0023.22	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	EMP5	Local Plan	N/A	N/A	N/A	N/A	N/A	Site has already been submitted for planning, the road and business park adjacent are subject to high surface water flood routes	N/A	Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals.
3.0023	3.0023.23	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	EMP6	Local Plan	N/A	N/A	N/A	N/A	N/A	Flood risk is minimal	N/A	Noted.
3.0023	3.0023.24	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	EMP7	Local Plan	N/A	N/A	N/A	N/A	N/A	Surface water flow off Goodyers Lane cumulates a high risk flood outline.	N/A	Noted. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given to flood risk at all stages of the planning process. The objective is to avoid inappropriate development in higher risk areas. The SFRA constitutes one of a number of planning tools that enables the Local Authorities to select and develop sustainable site allocations away from areas of greatest vulnerability of flooding in the Borough. The assessment includes allocations sites that are proposed for the Borough Plan. All evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan.
3.0023	3.0023.3	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	DS5 (NUN292)	Local Plan	N/A	N/A	N/A	N/A	N/A	We contest whether these sites will continue to form viable agricultural units as these sites appear to be in separate land ownerships with irregular boundaries.	N/A	The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. The boundaries proposed are existing field boundaries.
3.0023	3.0023.4	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	DS5 (NUN293)	Local Plan	N/A	N/A	N/A	N/A	N/A	We contest whether these sites will continue to form viable agricultural units as these sites appear to be in separate land ownerships with irregular boundaries.	N/A	The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. The boundaries proposed are existing field boundaries.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
3.0023	3.0023.5	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	Entire Document	Infrastructure Delivery Plan	N/A	N/A	N/A	N/A	N/A	The STA has identified a need for a number of new mitigation strategies and has altered mitigation previously identified , we recommend these changes should be reflected in an update to the supporting IDP to the Borough Plan.	The STA has identified a need for a number of new mitigation strategies and has altered mitigation previously identified, we recommend these changes should be reflected in an update to the supporting IDP to the Borough Plan	The IDP Appendix H Infrastructure Delivery Schedule includes these schemes. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or
3.0023	3.0023.6	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	SA1	Local Plan	N/A	N/A	N/A	N/A	N/A	Sustainable Drainage should be included in the requirements for strategic sites to support their importance for sustainability.	N/A	Noted. any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals.
3.0023	3.0023.7	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	NE4	Local Plan	N/A	N/A	N/A	N/A	N/A	Remove the word 'main' whilst talking about buffer strips. Amend to 'as of 15th April 2015 WCC are statutory consultees on major planning applications for surface water'. Add a line suggesting WCC standing advice guide should be taken into account when designing SUDS. The description of indicators should be extended to include the LLFA.	N/A	Amendments understood and noted.
3.0023	3.0023.8	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG1	Local Plan	N/A	N/A	N/A	N/A	N/A	Weddington is known as a flood hotspot, development of part of this allocated site has already been undertaken or submitted. Some of these sites may require surface water compensation. We request that there is a requirement for a East/West Link road to be delivered between the existing consents accessed from both the Weddington Road and the Long Shoot Junction with Higham Lane at the midway point.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with
3.0023	3.0023.9	Monica Fogarty	Warwickshire County Council	N/A	N/A	N/A	HSG2	Local Plan	N/A	N/A	N/A	N/A	N/A	FZ3 watercourse adjacent to the site, two high risk surface water outlets run along line of the ditch course toward Heath End Farm, may need surface water compensation if application submitted.	N/A	Noted. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including flooding. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Notwithstanding this, any development proposals will need to accord with other policies within the Plan (such as NE4 – managing flood risk and water quality) and national planning policy, which provide strict development requirements in relation to flood risk. In addition, the EA and the Lead Local Flood Authority will be consulted in relation to any development proposals.
3.0024	3.0024.1	Mike Dittman	North Warwickshire Borough Council	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	Although generally supportive of N&BBC Borough Plan it is considered necessary to raise an objection on these issues to ensure the concerns raised are recognised through the plan process. There are three main areas of concern. These relate to the amount of development being delivered for the wider Coventry & Warwickshire Housing Market Area, growth impacting on the A5 and the exploration of the provision of a Nuneaton Northern Relief Road.	N/A	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. The housing numbers set out in the allocations indicate the approximate minimum numbers of units required to be delivered on each site. The figures are based on the evidence provided through the 'Call for Sites' by land owners and are not intended to be prescriptive, or a specified maximum or minimum, but a target figure. The number of units and density of development that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate evidence, as they emerge. The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The growth figures and subsequent housing and employment needs for the Borough have evolved during
3.0025	3.0025.1	Cllr Richard Chattaway	Councillor	N/A	N/A	D,PQR	EMP7	Local Plan	No	No	No	Yes	In order to ensure that the Government Inspector appreciates the extent of local objection to this Plan and the depth of feeling from local residents. Also to reinforce the lack of foresight and consideration extended by the local Council.	The Council has neither liaised with nor notified all the small businesses in the area as required by law. No notice of intended plans has been received by any local business in Bayton Road or Blackhorse Lane of the impending changes which will impact greatly on traffic flow within the area. Exceptional Circumstances have not been demonstrated in accord with case law and policy. A further increase of industrial/business traffic in and around Bedworth will increase commuting, noise, traffic and pollution. The Council do not have the support of local people as required by ministerial guidance. The Council has not given appropriate weight to loss of biodiversity, the damage to recreation, leisure, education, ecosystem services, landscape and health - as recognised by NPPF 9. Brexit is likely to have a significant effect especially on population growth - which is set to fall dramatically and therefore renders nil the current need to take on overspill from Coventry. Further, the Council have not properly considered the infrastructure required to cope with such a development. The Council have not correctly read the NPPF which does not say that OAN must always be met.	There are no modifications the Council can make to render this Plan legally compliant or sound as the area will not cope.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. The
3.0025	3.0025.2	Cllr Richard Chattaway	Councillor	N/A	N/A	D,PQR	HSG6	Local Plan	No	No	No	Yes	In order to ensure that the Government Inspector appreciates the extent of local objection to this Plan and the depth of feeling from local residents. Also to reinforce the lack of foresight and consideration extended by the local Council.	Exceptional Circumstances have not been demonstrated in accordance with case law and policy, building on Green Belt in and around Bedworth will increase commuting, noise, traffic and pollution. The Council's proposed changes to Green Belt do not have the support of the local people. The Council has not properly weighed the requirement for Green Belt to be enduring and permanent nor has it properly assessed the particular hazard of urban sprawl. Brexit is likely to have a significant effect especially on population growth - which is set to fall dramatically and therefore renders nil the current need to take on overspill from Coventry. In practice, the Council and its Green Belt studies seeks to fudge the essential nature of the Green Belt by doing pseudo scientific evaluations and trying to identify which parcels of land meet more of the 5 purposes of Green Belt. The Council have not correctly read the NPPF which does not say that OAN must always be met.	There is nothing the Council can do to make the building of houses on the green lung area of Bedworth either legal or sound. However, a modification to protect the plethora of oak trees which protect the natural defences would be a step towards making this plan sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consulters to ensure that appropriate mitigation is achieved. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning

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E-0026	E-0026-1	Vicky Chapman	Rugby Borough Council	N/A	N/A	N/A	Entire Plan	Local Plan	Yes	No	No	N/A	N/A	The Plan has failed to meet the 4,000 unmet housing need arising in Coventry as set out in the Coventry and Warwickshire Housing Mou. The Plan was not based on up to date evidence in relation to the SHLAA. Therefore the borough's housing capacity is unknown. NBBC raised this issue with RBC in 2016 and 2017 and it was discussed at the Scrutiny of the DPC process. It is the timing in which NBBC discovered the extent of the housing shortfall and the resultant approach to address any DtC concerns arising from the Borough Plan. Given the timeline of NBBC's Borough Plan, RBC consider that NBBC, who were aware of their capacity issues for a period of time, should have engaged with the HMA authorities earlier. This would have enabled the more collaborative discussions about NBBC's SHLAA and the need to revisit the Housing MoU to ensure the strategic priorities are met in full in line with NPPF paragraph 179. The additional time would have also enabled NBBC to be satisfied that they have met their DtC prior to submitting their Local Plan. This has created a degree of uncertainty for other HMA authorities who are progressing their Local Plan in line with the MoU. RBC does not think a plan which states that it is delivering at capacity, to the point where there remains unmet need within the HMA, can have a contingency. There is no evidence or discussions that have taken place about the decision to move away from the MoU target took any account of the consequent implications elsewhere. RBC is of the view that there is no justification or clarification made of the 10% contingency combined within the Borough Plan for NBBC's OAN. A further issues regarding DtC has been the irregular attendance of NBBC members at critical DtC meetings, with the most recent occasion being on the 28th of	N/A	Though comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and GLA for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The Council considers that by complying with the agreed Duty to Cooperate process, the signed Memorandum of Understanding and by continuing dialogue with partners, the Council has met the duty to cooperate. This includes participation in the production of a sub-regional housing market assessment; joint Green Belt assessment; active participation in the sub-regional "joint committee", the updating of the Council's SHLAA as agreed with the other partners; and the acknowledgement in the draft Memorandum of Understanding that any residual unmet need be accommodated elsewhere within the sub-region
E-0026	E-0026-2	Vicky Chapman	Rugby Borough Council	N/A	N/A	N/A	DS5	Local Plan	Yes	No	No	N/A	N/A	The Local Plan has a number of housing allocations where the capacity of the sites are based on a local dwellings per hectare assumption in line with the joint SHMA methodology, though some sites have a higher density assumption based on local evidence, consideration should also be given to higher assumptions given that NBBC is of the view it has maximised its housing land capacity. RBC still has concerns on the justification of the sites rejected and density assumptions that have been applied and remains of the view that NBBC's full housing capacity has not been achieved.	NBBC need to ensure that the SHLAA is clearly supported by evidence base and a consistent approach is applied to site selection and review housing assumptions for the allocated sites in light of capacity concerns raised by the Borough Plan.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental constraints and potential impacts on development of the sites. The housing numbers set out in the allocations indicate the approximate minimum numbers of units required to be delivered on each site. The figures are based on the evidence provided through the 'Call for Sites' by land owners and are not intended to be prescriptive, or a specified maximum or minimum, but a target figure. The number of units and density of development that can be achieved at each site will be assessed through Masterplans and application submissions, supported by appropriate evidence, as they are the most appropriate mechanisms. In terms of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and GLA for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing
E-0027	E-0027-1	Leigh Hunt	Warwickshire County Council - CSW Broadband	N/A	N/A	N/A	IN3	Local Plan	Yes	No	Yes	N/A	N/A	We welcome paragraphs 10.28 to 10.35 which discuss the provision of superfast broadband infrastructure to new developments. However we would suggest an amendment to paragraph 10.30 to change "FTTP technology" to "Wholesale FTTP Technology".	Suggest an amendment to paragraph 10.30 to change "FTTP technology" to "Wholesale FTTP Technology".	Noted. The Council will consider this suggested amendment.
E-0027	E-0027-2	Leigh Hunt	Warwickshire County Council - CSW Broadband	N/A	N/A	N/A	Entire Document	Infrastructure Delivery Plan	Yes	No	Yes	N/A	N/A	We cannot agree with section 9, paragraph 9.2-9.14 because the data is inaccurate and out of date. It is hard to see on what basis the assumtions in this section have been based. The broadband voucher scheme ceased in October 2015 and superfast broadband has been classified under State Aid rules as being 30mbps or above.	We have extensive knowledge of the broadband landscape in the area and would be happy to help with this section of the IDP if required.	Noted. The IDP is a live document and the Council will update the information within on an annual basis.
E-0028	E-0028-1	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	GI1	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Do not disagree with the requirements. However object to the requirements under development principles 1, 2 and 9 as they are unnecessary. A requirement that a viability assessment is submitted with an application does not meet any of the development principles in the policy.	Policy requirement should be for important landscape features and not for an unqualified requirement as set out under principle 2. Change wording to 'proposals on all strategic sites will have regard to the following' Delete principle 9 because it is not clear what is and is not 'feasible to do so' in point 2. Noted it is to be deleted. Delete the final paragraph and the need for independent viability assessment.	Noted. The requirements are considered to be appropriate and justified to ensure protection of key site features and to inform design principles and infrastructure requirements for strategic sites.
E-0028	E-0028-10	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	HS5	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Object to the requirement to submit a Health Impact Assessment with applications. The policy is not justified	Recommend parts that relate to HIA's are deleted.	Health is a key issues for the Borough. Through the evolution of the Borough Plan, the impact on health has been considered through the Health Impact Assessments (HIA) and Sustainability Appraisals (SA). As a statutory consultee, the NHS has contributed to the preparation of the Borough Plan, and will also be involved at later stages in the process, including the consideration of planning applications. All the housing policies (HS1-5 11 and Allocations (HA1-1-11) scored well against the SA's social objectives. It is the Council's intention to bring forward a range and mix of housing tenures during the plan period to support the planning of high levels of economic growth. This is likely to contribute to reducing poverty (SA Objective 6), improving health (SA Objective 10), deprivation and social exclusion by virtue of improving access to housing (SA Objective 3) and employment opportunities, thereby delivering an equitable sharing of the benefits of economic growth. Economic growth can also have indirect positive effects on human health in the longer term. The HIA concludes that "getting people into employment is critically important in reducing inequalities in health". The development of the allocated employment sites will result in a direct positive effects on promoting health lifestyles. Health is a theme that runs throughout the document. The health specific policy, Policy HS5, requires that a Health Impact Assessment (HIA) will be required for all applications that also meet
E-0028	E-0028-11	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	HA11	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Farmland between the northern fringe and the A5 does not warrant special protection and nor should it be kept as a farmland buffer. Object to the site's northern boundary including local informal public open space and be appropriately landscaped. development criteria is at odds with density assumptions stated at para 6.30.	SHLAA site NUN107 should be included in HA11 as it could deliver up to 1,000 further dwellings. A more effective landscape buffer would be achieved if it was delivered adjacent to the A5.	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The Landscape Capacity Study 2017 identified that the area covered by NUN107 should not be taken forward for development and should be retained as a farmland buffer.
E-0028	E-0028-12	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	HA10-10	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Support the principle of the draft allocation.	N/A	Noted.
E-0028	E-0028-13	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	Entire Plan	Local Plan	Yes	Yes	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	The Plan is not sound, positively prepared or justified.	To make the Plan sound there should be an increase in dwellings from 13,370 to 15,064.	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the established OAN and GLA and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The Council has planned for a 10% overstupply above the GHMN figure, so as to build in flexibility to respond to
E-0028	E-0028-2	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	Duty To Cooperate	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	The authorities have been working collaboratively to establish the housing needs for the whole HMA and published and MoU. The Council are not proposing to meet in full their share of Coventry's unmet housing need. The Council has worked proactively with its neighbours.	N/A	Though comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and GLA for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full.
E-0028	E-0028-3	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	IN3	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Object to the inclusion of refs to building regs in the policy	Refs to the building regs should be deleted.	Noted. The Council are allowing the building regulations to define the policy framework for development proposals.
E-0028	E-0028-4	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	DS4	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Taking into account the client's land, there is capacity for a total of 6,398 dwellings to be delivered, this is in excess of the 3,231 that the Council have stated. The boundary proposed between the northern boundary and the A5 is not logical.	Extend the boundary between up to the A5, forming a strong urban edge.	The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the GHMN) and employment (above the GLA).
E-0028	E-0028-5	Sarah Wells	Warwickshire County Council	Michael O'Connell	Jones Foster Wheeler	N/A	DS5	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Land to the north of the draft allocation HA11 would be suitable for development.	N/A	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, the land was not considered suitable for development.

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3.0028	3.0028.6	Sarah Wells	Warwickshire County Council	Michael O'Connell	Amec Foster Wheeler	N/A	DS7	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Offer no comment on any of the sites the Council propose to remove from the greenbelt, however question why land has been released when there are other suitably located sites.	N/A	The SHLAA process undertaken in 2016 identified the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period, on the basis of sites promoted for development through the 'Call for Sites' by land owners. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. From the constraints identified, the land was not considered suitable for development. To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including those within existing Green Belt boundaries.
3.0028	3.0028.7	Sarah Wells	Warwickshire County Council	Michael O'Connell	Amec Foster Wheeler	N/A	H1	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Support the policy. However the SHMA must be regularly updated.	Seek the introduction of a reference to having regard to market trends.	Noted and agreed. The SHMA will be regularly updated to respond to demographic changes and market factors.
3.0028	3.0028.8	Sarah Wells	Warwickshire County Council	Michael O'Connell	Amec Foster Wheeler	N/A	HS1	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Lack of specific information in the policy and the Infrastructure Delivery Plan.	New developments must be supported by infrastructure.	Each of the strategic allocations in the Borough Plan has its own policy which lists the infrastructure requirements (such as schools, doctors and open space) that will be needed to support the site coming forward. The Infrastructure Delivery Plan, which is available on the Council's website, also details specific schemes which will be brought forward during the life of the Plan, the content of which has been informed by work with service delivery partners. For example, the IDP includes the costs and expected delivery timescales of the transport schemes from the Strategic Transport Assessment. The IDP is a live document and will be updated annually to take advantage of funding opportunities that come forward during the life of the Plan, as well as any additional information from service providers.
3.0028	3.0028.9	Sarah Wells	Warwickshire County Council	Michael O'Connell	Amec Foster Wheeler	N/A	HS6	Local Plan	Yes	No	Yes	Yes	Represent the landowner of the largest housing allocation in the borough, wish to share views	Providing new facilities does not work well when there is land in multiple ownership. The Plan is unsound as it is not effective in collecting suitable financial contributions required to fund facilities and infrastructure.	N/A	The Plan is considered to be sound and the Policy is considered in accordance with the NPPF.
3.0029	3.0029.1	Cllr Seb Gran	Councillor	N/A	N/A	O	HSG4	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	No consultation took place on this reversal of decision. Woodlands would not be new greenbelt. Woodlands meets 4 of the 5 purposes of including land in the greenbelt set out the NPPF. Allocation would add 1500-2000 cars. Part of the allocation is to be built on a flood plain.	Woodlands should be kept in the greenbelt.	The site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this time and will be assessed further as a Masterplan and detailed applications emerge. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure
3.0029	3.0029.2	Cllr Seb Gran	Councillor	N/A	N/A	O	Entire Plan	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	The sustainability appraisal report is not adequate, it is cursory and incomplete and decision based on assumptions. The Plan is not sound, justified, effective or consistent with the NPPF.	SA to be written be the experts. Habitat regulations assessment does not mentions the Woodlands area. An SCI should be created.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria.
3.0029	3.0029.3	Cllr Seb Gran	Councillor	N/A	N/A	O	HSG5	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	Object to the allocation. The character of Hospital Lane area is semi-rural in nature and much of this area would cease to be rural in nature. The area is at risk of flooding. Increase in traffic and poor bus routes.	N/A	In terms of the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached to the grant of any planning permission and subsequent Planning Obligation. The development of each of the strategic allocation may also be expected to contribute financially towards wider road improvement schemes proposed within the Borough during the Development Plan period to ensure that the local highway network is able to accommodate all strategic housing and employment sites. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Development proposals will need to accord with other policies within the Plan (such as HS1, HS2, NE1, NE2, NE3 and NE5) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Biodiversity Assessment, Landscape and Visual Impact Assessment, Transport Assessment). In addition, the statutory consultees will
3.0030	no rep for this reference															
3.0031	3.0031.1	Helen Davies	Transport for West Midlands	N/A	N/A	N/A	HS2	Local Plan	Yes	Yes	Yes	N/A	N/A	You may want to consider referencing the Strategic Transport Plan "Movement for Growth", approved in June 2016 by the WMCA. This is an overall transport strategy document for the West Midlands and supports the combined authority's "umbrella" Strategic Economic Plan. The local plan may also want to acknowledge the links to High Speed Rail Link 2. The region needs to ensure that the opportunities for growth this presents, will be maximised. The local plan may also want to consider the role of the Midlands Connect. Also highly relevant Midlands Connect is the Government's Road Investments Strategy (RIS) which contains 13 schemes in the West Midlands Region for Highways England to commence in the period 2015/16 to 2020/21. It is therefore vital that all local plans consider these wider regional initiatives which could have both direct and indirect benefits to local economies including Nuneaton and Bedworth.	N/A	Noted.
3.0032	3.0032.1	Marcus Jones MP	House of Commons MP	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	N/A	N/A	The consultation has been laid out in a format I believe will make it very challenging for members of the public, who are not planning experts, to respond. The preferred location for land allocation was determined in a Labour Party Group meeting rather than a working party meeting. As such, I do not consider that the working group was sound.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. Consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is noted and the Council will seek to ensure that there is sufficient representation at consultation

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3.0032	3.0032.2	Marcus Jones MP	House of Commons MP	N/A	N/A	N/A	DS4	Local Plan	No	No	No	N/A	N/A	Under the Duty to Cooperate, Cabinet Members at the Borough Council seem to have agreed a very high housing figure which does not seem to have been subject to sufficient scrutiny. I oppose fundamentally the view taken by the Coventry and Warwickshire Councils and the C&W LEP. I do not consider it right that the District with the smallest area of land in Coventry and Warwickshire should be asked to take such a high level of housing development. I am concerned that the growth target was decided in an arbitrary fashion by the Council's Cabinet without any consultation or reference to the public. This housing number was also opposed by the Opposition Groups at the Council. The residents in a number of wards feel that the potential impact of the new developments and proposed infrastructure is disproportionate. The proposals ignore a number of brownfield sites which are contained within the Borough, particularly in Nuneaton Town Centre, where residential development would benefit and help to regenerate the Town Centre area. The number of windfall sites in the Plan is also extremely low and does not match the historic number of windfall sites. There is also considerable concern at the inadequacy of the road infrastructure in Nuneaton Town Centre. Highways Planners at Warwickshire County Council said that NBBC were particularly advised against mass scale development on the north of Nuneaton. The Plan will exacerbate the current environmental impact on the air quality management area of Leicester Road gyratory. There is also much concern over the adequacy of the A4444 and A47 and the ability of these already overburdened roads to cope with such disproportionate development.	I can only suggest that a more coherent proposal is made by the Council. This must be achieved in conjunction with a more robust look at the duty to cooperate to make sure that other areas, particularly the CCC area improves their ambitions for housing and housing density.	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council is required to co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. NBBC have carefully considered its ability to assist with the provision of any further development sites, so that it is not at the expense of the Borough. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. The scale of growth proposed is justified by the evidence base. Any further development can not be supported by the evidence available, and furthermore, will be difficult
3.0032	3.0032.3	Marcus Jones MP	House of Commons MP	N/A	N/A	N/A	DS5	Local Plan	No	No	No	N/A	N/A	The proposals put significant stress on the Greenbelt, protection of which is something that has recently been reiterated as a priority in the Government's Housing White Paper. I note that some developments with planning permission already granted are included, for example Eastboro Way. By contrast, other developments with existing permissions such as on the Long Shoot or Weddington have not been included. Due to the massing of development primarily in three areas, it will be difficult to provide the school places from the current schools which are already at capacity. The Plan does not sufficiently explain any strategy to accommodate the additional health care needs of the new residents which the Plan will create. I have particular concerns that there should be a substantive plan to create sufficient access to GPs.	I can only suggest that a more coherent proposal is made by the Council. This must be achieved in conjunction with a more robust look at the duty to cooperate to make sure that other areas, particularly the CCC area improves their ambitions for housing and housing density.	Noted. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt.
3.0032	3.0032.4	Marcus Jones MP	House of Commons MP	N/A	N/A	N/A	Entire Document	Infrastructure Delivery Plan	No	No	No	N/A	N/A	The IDP has been produced in an attempt to mitigate public concern. It demonstrates that there has been a lack of coordination between the Plan makers and the Highway Authority at WCC. It also shows that many road improvements are either back loaded or unclear as to when they would be undertaken. There seems to be little productivity to put road infrastructure in place.	Significant changes need to be made and undertaken in a more front loaded way. If there are no changes made in this regard, the Plan will have a significantly negative impact on the sustainability and quality of life in the area.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Any transport improvements/ upgrades required by the STA or TA will be secured by planning condition attached
3.0032	3.0032.5	Marcus Jones MP	House of Commons MP	N/A	N/A	N/A	DS6	Local Plan	No	No	No	N/A	N/A	There is a lack of balance between new jobs and homes. The effect of this lack of balance will lead to a continuation and exacerbation of Nuneaton remaining as a dormitory town. The level of employees at the MIRA Technology Park development is hugely exaggerated.	I can only suggest that a more coherent proposal is made by the Council. This must be achieved in conjunction with a more robust look at the duty to cooperate to make sure that other areas, particularly the CCC area improves their ambitions for housing and housing density.	The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington)
3.0033	3.0033.1	Rohan Torkildsen	Historic England	N/A	N/A	N/A	BE4	Local Plan	Yes	Yes	Yes	N/A	N/A	Historic England acknowledge and welcome the positive features of the Borough Plan as components of its positive strategy for the conservation and enjoyment of the historic environment.	N/A	Noted.
3.0033	3.0033.2	Rohan Torkildsen	Historic England	N/A	N/A	N/A	HSG2	Local Plan	Yes	Yes	Yes	N/A	N/A	Historic England notes the measures proposed to minimise harm from this allocation to the significance of Arbury Hall, its park and garden and associated designated heritage assets, and their settings. Paragraph 6.66 appears to be misplaced as should be included at 6.46 following the existing text. The local authority is requested to clarify that any potential Heritage Partnership Agreement would not preclude the need for an asset management plan for the Arbury Estate with measures to be taken and commitments to the repair and maintenance of Park Farmhouse and the Tea House, unless the HPA would do the same.	Add an additional Key Development Principle: "Asset management plan for The Arbury Estate which includes measures to be taken and commitments to the repair and maintenance of Park Farmhouse and the Tea House." Reposition paragraph 6.66 to 6.46 and clarify that a Heritage Partnership Agreement would not replace a requirement to prepare an asset management plan for The Arbury Estate with measures to be taken and commitments to the repair and maintenance of Park Farmhouse and the Tea House, unless the HPA would do the same. Consider whether to include "This would help to offset impacts ..." as this appears to be superfluous commentary from the Heritage Assessment (ECUS 2016) and doesn't provide the justification for a HPA and/or Assessment Management Plan. The heritage assets at risk are the reason.	Noted. The Council agrees that this needs clarification.
3.0033	3.0033.3	Rohan Torkildsen	Historic England	N/A	N/A	N/A	HSG9	Local Plan	Yes	No	Yes	N/A	N/A	Development within the strategic site would encroach upon the setting of the Grade II Listed Hill Farmhouse, situated on elevated ground and surrounded by large post-war fields in all directions. It should be appreciated that special regard must be given to the desirability of preserving the setting of a listed building in the exercise of Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990; and that the local authority should give great weight to the conservation of affected heritage assets. It should also be noted that harm should always be avoided in the first instance. Only where this is not possible should mitigation be considered (NPPF Para 152). Any harm and mitigation proposals need to be fully justified and evidenced to ensure they will be successful in reducing harm. As a consequence Historic England considers that the Plan is UNSOUND as the local authority has not demonstrated that the allocation could deliver sustainable development in accordance with national policy.	To establish that the allocation could deliver sustainable development in accordance with national policy, the Borough Plan will need to demonstrate that: The allocation has been/can be reduced in size to ensure harm to the significance of the listed building is avoided/ minimised. (Is the local authority confident that the allocation and layout is sufficiently flexible to safeguard the setting of the listed building and still accommodate the number of new homes proposed?) A condition is included to ensure that hedgerows surrounding the strategic site are retained to preserve the rural context of Hill Farmhouse. A condition is included to ensure that landscaping and screening soften the views to and from the listed building towards the strategic site – we note this is included. A condition is included to ensure an archaeological assessment and investigation is undertaken and a mitigation strategy submitted prior to determination of any planning application. (The local authority may consider the generic condition at Policy SA1 would suffice although there does appear to be some duplication with other features of the specific site policy and SA1).	The Plan seeks to protect heritage assets, in accordance with the NPPF. The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. Masterplans and detailed planning applications will need to consider all constraints and the potential impacts of the development. Any development proposals will need to accord with other policies within the Plan (such as BE4) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Heritage Impact Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary contributions. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant.
3.0033	3.0033.4	Rohan Torkildsen	Historic England	N/A	N/A	N/A	EMP7	Local Plan	Yes	No	Yes	N/A	N/A	As the elevated M6 has a serious impact on the significance of the scheduled monument and listed buildings, the land of rural character which survives is of greater value in its contribution to their setting. As a consequence it is vital the recommendations in the aforementioned Historic Environment Assessment are included as key Development Principles/ Form of Development conditions. In this respect we note the Policy makes no reference to the recommendations that development should be of a scale not to detract from the prominence and importance of the Listed Buildings, and to respond positively to possible archaeology of importance. As a consequence Historic England considers that the Plan is UNSOUND as the local authority has not demonstrated that the allocation could deliver sustainable development in accordance with national policy.	To demonstrate that the allocation could deliver sustainable development in accordance with national policy, the Borough Plan will need to include : A condition to ensure that development is if of a scale not to detract from the prominence and importance of the Listed Buildings. A condition to ensure an archaeological assessment and investigation is undertaken and a mitigation strategy submitted prior to determination of any planning application. (The local authority may consider the generic condition at Policy SA1 would suffice although there does appear to be some duplication with other features of the specific site policy and SA1).	Noted.
3.0033	3.0033.5	Rohan Torkildsen	Historic England	N/A	N/A	N/A	DS5	Local Plan	Yes	Yes	Yes	N/A	N/A	The Historic Environment Assessment (ECUS September 2016) considered the potential impact on the significance of a number of heritage assets and suggested an appropriate response. Might the Borough Plan refer to this evidence to ensure future planning applications have due regard to it?	Make reference to Historic Environment Assessment to ensure future planning applications have due regard to it	Noted. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Council considers that this could be mentioned in Policy BE4.
3.0034	3.0034.1	Robert Maggs	Bedworth and District Horticultural Council	N/A	N/A	H, N	Entire Plan	Local Plan	Yes	Yes	Yes	No	N/A	With allotment occupation rates currently close to 100% there is a need for additional allotment sites. The Allotment Strategy 2012-2022 states the need for 87.7 plots with the proposed additional housing there would be well over 100 plots needed. There is the potential for areas not having reasonable access to existing sites even if there were vacancies. Bedworth & District Horticultural Council (BDHC) requests that addition sites be provided within the borough. We believe that the Allotment Strategy has only paid lip service to the needs of allotments within the Borough. It is clear that after 5 years little or no progress has been made. Despite an acknowledgement of the need for more sites around the Borough nothing has been done to establish these. The respondent has also set out the Allotment Strategy (2012-2022) and sets out that any policy decision must have full regard to the very considerable benefits they bring to the individual and the wider community and policies should look to retain existing allotment spaces, and if necessary, look for new land to provide allotments.	N/A	The Council have committed to the provision of additional allotment space throughout their emerging Local Plan. Specific provision of allotments has been included within the strategic housing allocations within the key development principles. Further, Policy HS6 states that new development will be required to plan from the outset for the integrated planning of a healthy environment for its communities. This will include the precision of open space and allotments, inline with Green Infrastructure policies NE1 and NE2.

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3.0035	3.0035.1	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	Chapter 4 (Vision and Objectives)	Local Plan	N/A	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	The vision is not achievable. Objective 1 is not likely to be achieved in the next 14 years. Allocating an excessive amount of employment land will not make the borough more attractive to investors.	Revise Objectives 1 and 2, removing from the list those employment sites on what is now greenbelt. This would make the Plan more sound.	The growth figures and subsequent housing and employment needs for the Borough have evolved during the various stages of the Borough Plan but the Borough Council has been committed throughout the process to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR) and to creating a housing and employment balance. For the Council to not plan for this level of growth would not accord with the requirements of NPPF. On this basis a 'do nothing' or meeting a 'lower level' than the identified need was considered an unreasonable alternative option. The Employment Land Review (2016) included an assessment of all existing and proposed land for employment uses in the Borough. The Review identified a number of potential sites and provided details on the availability and deliverability of each site. The Borough Council considered the findings of the Review together with other planning considerations and identified a total of 98.6ha of employment land.
3.0035	3.0035.10	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	HSG3	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	There is no need for this land for housing and no exceptional circumstances have been shown to justify its removal from the greenbelt.	Delete HSG3 to make the Plan sound.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. NBBC has been requested to assist in accommodating additional growth to meet the needs of Coventry City Council. NBBC have carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is unable to identify sufficient sites to meet the combined requirements of Nuneaton and Bedworth Borough and additional housing and employment land to meet the needs of Coventry City Council in full. The scale of growth is not justified by the evidence base and furthermore, will be difficult to deliver. As such, it would be unreasonable to plan for a significantly increased amount of housing (above the OAHN) and employment (above the ELR).
3.0035	3.0035.11	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	HSG4	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	Council claim the Woodlands land cannot be added to the greenbelt as it does not meet the tests. However appears the wrong tests have occurred - that for creating a wholly new greenbelt. The council were right to propose the Woodlands as greenbelt extension in 2013 and should reinstate that.	Delete policy HSG4	The site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The quantum of development proposed is indicative at this time and will be assessed further as a Masterplan and detailed applications emerge. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Policies contained in the Borough Plan offer the Woodlands protection against any negative impact on the 3 Green Belt purposes that the site has been identified to meet. Designating the Woodlands as Green Belt is likely to result in the need to designate less sustainable locations for development. There are no exceptional circumstances that warrant the designation
3.0035	3.0035.12	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	HSG6	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	The need for housing is no more that 300 dwellings per year. This can be achieved by not using this location. No exceptional circumstances have been shown. It would be an undesirable housing location due to closeness of the M6.	Delete HSG6 from the Plan	Noted.
3.0035	3.0035.13	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	HSG7	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	This proposal has not been subject to any public consultation at draft stage. No justification for this policy. No exceptional circumstances have been shown for its removal from the greenbelt	Delete HSG7 to make the Plan sound	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms and consultation material has been made available in a range of formats over the course of the production of the Plan. However, your comment is acknowledged and the Council will seek to ensure that publication of the consultation is reviewed to inform delivery of consultation events in the
3.0035	3.0035.14	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	HSG8	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	This proposal has not been subject to any public consultation at draft stage. No justification for this policy. No exceptional circumstances have been shown for its removal from the greenbelt	Delete HSG8 to make the Plan sound	In line with the NPPF, Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. Consultation material has been made available in a range of formats over the course of the production of the Plan. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. However, your comment is noted and the Council will seek to ensure that publication of the consultation is reviewed to inform
3.0035	3.0035.2	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	DS1	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	This policy fails to recognise the terms of the NPPF on sustainable development. The large amount of greenbelt in the borough is a constraint and indicates that development should be restricted. Para 14 and footnote 9 of the NPPF have not been followed in this policy.	Revise this policy to comply with NPPF especially in relation to greenbelt.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
3.0035	3.0035.3	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	DS4	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	The proposal for the amount of houses proposed is unjustified and excessive. The population projection do not indicate a need for this. The need is no more than 6,500 dwellings per year. The joint SHMA and recent assessments have falsely projected a higher birth rate and a lower death rate than is actually true.	Amend policy to read: 'the following levels of housing and employment development will be planned for within the borough between 2011 and 2031: a) 6,500 homes, b)16-20 ha of employment land.' this would make the Plan sound and would be realistic and achievable.	The population projections that have been applied are the most up to date projections provided by the Office of National Statistics. The scale of growth accords with the latest available evidence in relation to objectively assessed needs for the Borough.

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3.0035	3.0035.4	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	DS5	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	The housing sites are not justified and exceptional circumstances have not been demonstrated for the removal of greenbelt land. No justification given for the removal of land. Site HSG4 meets the criteria for inclusion in the greenbelt and should remain included.	Delete strategic sites HSG1 to HSG8 from DS5. retain the non-strategic sites and give them priority.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
3.0035	3.0035.5	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	DS6	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	No exceptional circumstances have been shown to take the employment land out of the greenbelt. The amount of land proposed is excessive.	Remove from the Plan and Map employment proposals EMP1, Faultlands and Bowling Green Lane.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
3.0035	3.0035.6	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	DS7	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	The scale of loss of the greenbelt is wholly unjustified and contrary to national policy. This scale of removal undermines the principles of including land in the greenbelt. Incorrect referencing of para 14 of the NPPF within para 5.48 of the Plan.	Delete the first part of this policy, revise the second part to make it a policy on what development is appropriate in the greenbelt. Paras 5.57 and 5.58 should be included in the policy.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. However, there is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt. or towards locations beyond the outer Green Belt
3.0035	3.0035.7	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	EMP7	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	This proposal has no justification and the Plan offers none. No exceptional circumstances is offered. There is adequate employment land in Nuneaton and Bedworth from the M6. Access will be poor and there is no direct access from the M6 or A444 from the site.	Delete proposal EMP7 form the Plan.	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel,
3.0035	3.0035.8	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	HSG1	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	There is no justification for the scale of development. Some of the area already has planning permission. Some of the land to be lost is grade 2 and 3A but no weight is given to its agricultural value.	Revise HSG1 to include only land which has planning permission, this would make the Plan sound.	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. The SHLAA assessed the suitability, availability and achievability of sites to deliver the proposed level of development using the available evidence base. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
3.0035	3.0035.9	Mark A Sullivan	CPRE Warwickshire	N/A	CPRE Warwickshire	N/A	HSG2	Local Plan	No	No	N/A	Yes	To advance the case put forward in the reps and to challenge the reasons for the policy.	The proposal is contrary to national policy. Would be major urban extension into greenbelt. No exceptional circumstances offered. Arbury Hall will lose its position as a national important historic property.	Delete HSG2.	To accord with requirements of the NPPF (para 47), the Plan must ensure that the objectively assessed housing need for market and affordable housing in the market area is met in full. The Borough Council remains committed to meeting or exceeding the Objectively Assessed Housing Need (OAHN) and employment land requirements (ELR), to create a sustainable housing and employment balance. Through comprehensive assessments of available land for development, NBBC have established that it is able to identify sufficient sites to meet the established OAN and ELR for the Borough. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before directing new development to the countryside, or Green Belt land. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns
3.0036	3.0036.1	Cllr. Jeffrey Clarke	Warwickshire County Council	N/A	N/A	N	Entire Plan	Local Plan	No	No	No	Yes	To better explain how the process has failed to represent resident's wants and aspirations.	The areas proposed on the east side of Nuneaton are restricted in provision of infrastructure. There has not been an even distribution of jobs across the borough, with jobs/industry located on the opposite side of the town/borough, resulting in traffic impact. Greater investigation and consultation with residents is required for such large scale plans. Proposals for Traveller provision has only been included where there appears to be gaps in the plan, that would accommodate a site but not included in the principles of the requirements for the sighting of these venues. This also in some instances overlaps planning permissions. The Plan fails to adequately address the required mitigation measures which would be required WCC in order to address the imposition of such large scale developments on housing in one of the most constrained (in highway access terms) areas of the borough. The Duty to Cooperate does not mean that they must take more housing in what is an already constrained borough in terms of land mass, and proposals to remove a number of areas from the Green Belt (Golf Drive, Bulkington etc.) which currently protect marginally the borough from Coventry City or other adjoining borough encroachments. The plan lacks connectivity, rational or understanding of local resident's or indeed future needs or wishes across many areas of the borough. Many of the proposals currently contained within it would have severe impacts on the North East of Nuneaton.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the Borough Plan on the local highway network, and to consider the requirements for necessary improvements and mitigation. The potential traffic impact of all proposed strategic and employment allocations within the Borough until 2031 has been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road

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4.0001	4.0001	N/A	BEDLAM	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	N/A	N/A	Yes	To emphasise further the objections	Objects to the Plan as the housing figures are over exaggerated as the amount of housing is not needed in the borough. Area not suitable for large, heavy vehicles. Increase in congestion. Infrastructure unable to cope. Impact on biodiversity.	N/A	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory
4.0002	4.0002.1	N/A	Bulkington Residents Voice (BRV)	N/A	N/A	R (Bulkington Residents Voice)	HSG7	Local Plan	No	No	No	Yes	Representing a large number of households	The Plan is not sound. The aims of the SCI have not been met. Policy HSG7 is unsound as not demonstrated exceptional circumstances for release of the greenbelt. Current land is farmed and very productive. Impact on biodiversity. No account given to the rural village setting. Poor inclusion of the community and their views. Policies set in the Submission Version (2015) are considered to be more effective at meeting the needs of the borough. This policy is not sound. Reductions in the PROW. Unwanted environmental effects surrounding traffic capacity would be limited as a small road width and extensive on street residential parking. Existing spatial relationships would be destroyed.	Should be removed from the Plan in order to make it sound. Policies map should also be amended by the removal of HSG7 and showing the land as greenbelt.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The identification of land at Bulkington has been considered through the Sustainability Appraisal process. The Borough Plan allocates the land, details on the final proposed scheme will be considered through future planning applications. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
4.0002	4.0002.2	N/A	Bulkington Residents Voice (BRV)	N/A	N/A	R (Bulkington Residents Voice)	HSG8	Local Plan	No	No	No	Yes	Representing a large number of households	The Plan is not sound. The aims of the SCI have not been met. Policy HSG8 is unsound as not demonstrated exceptional circumstances for release of the greenbelt. Current land is farmed and very productive. Impact on biodiversity. No account given to the rural village setting. Poor inclusion of the community and their views. Policies set in the Submission Version (2015) are considered to be more effective at meeting the needs of the borough. Would turn a rural approach into an urban one. Development would result in some areas being land locked.	Should be removed from the Plan in order to make it sound. Policies map should also be amended by the removal of HSG8 and showing the land as greenbelt.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. The identification of land at Bulkington has been considered through the Sustainability Appraisal process. The Borough Plan allocates the land, details on the final proposed scheme will be considered through future planning applications. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value.
4.0003	4.0003.1	Kyle Evans	CBR	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	No consultation took place on this reversal of decision. Woodlands would not be new greenbelt. Woodlands meets 4 of the 5 purposes of including land in the greenbelt set out the NPPF. Allocation would add 1500-2000 cars. Part of the allocation is to be built on a flood plain.	Woodlands should be kept in the greenbelt.	The site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for development. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. Any development proposals will need to accord with other policies within the Plan (such as HS1 and HS2) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts (e.g. Transport Assessment). In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions. In regards to flood risk, NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that sufficient consideration has been given
4.0003	4.0003.2	Kyle Evans	CBR	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	The sustainability appraisal report is not adequate, it is cursory and incomplete and decision based on assumptions. The Plan is not sound, justified, effective or consistent with the NPPF.	SA to be written be the experts. Habitat regulations assessment does not mentions the Woodlands area. An SCI should be created.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. The SA was undertaken by independent consultants. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been
4.0004	4.0004.1	Karl Mayer	Woodlands Action Group	N/A	N/A	P	HSG4	Local Plan	No	No	No	Yes	N/A	The policy is unsound and the public consultation has not been sufficient and has been rushed through. Policy not legally compliant. Council has not followed their own process of producing a local plan. Dangerous affect on biodiversity. Increase in traffic congestion on Woodlands Road. Lack of sufficient infrastructure. HSG4 is within a floodplain.	Do not use the A444 as a boundary and use the Woodlands as a boundary extension to the existing greenbelt.	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential
4.0005	4.0005.1	Dennis White	Whitestone Residents Action Group (WRAG)	N/A	N/A	N/A	HSG3	Local Plan	N/A	No	N/A	Yes	N/A	Community has not been engaged in the process.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation.

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4.0005	4.0005.2	Dennis White	Whitestone Residents Action Group (WRAG)	N/A	N/A	N/A	HSG9	Local Plan	N/A	No	N/A	Yes	N/A	This policy is unsound as the loss of greenbelt and agricultural land would occur. This is the beginning of urbanisation. Refers to infrastructure that is not a definite outcome. Policy will not bring economic benefits to Nuneaton residents.	N/A	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base. The TEP Landscape Capacity Study 2017 identified that this area of land is an area where development would cause greatest harm and cannot be mitigated. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with
4.0005	4.0005.3	Dennis White	Whitestone Residents Action Group (WRAG)	N/A	N/A	N/A	HSG10	Local Plan	N/A	No	N/A	Yes	N/A	This site already has outline planning permission, no need to add further allocations.	N/A	Noted. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The SHLAA assessed the suitability, availability and achievability of sites using the available evidence base.
4.0005	4.0005.4	Dennis White	Whitestone Residents Action Group (WRAG)	N/A	N/A	N/A	DS6	Local Plan	N/A	No	N/A	Yes	N/A	Worsen the existing traffic problems. Already existing industrial units.	N/A	The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites.
4.0005	4.0005.5	Dennis White	Whitestone Residents Action Group (WRAG)	N/A	N/A	N/A	Entire Plan	Local Plan	N/A	No	N/A	Yes	N/A	The SCI aims have not been met. The version of the Plan from 2015 differs radically from the current submission. The Plan allows Coventry's housing needs to have priority over that of Nuneaton. The Plan is unsound. Increase in car usage. Strain on facilities. Needs consistency at Officer level. Reps form needs to be easier.	N/A	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The consultation process has been widely publicised across various platforms, in accordance with timeframes and other requirements of the Regulations, and as published in the Statement of Community Involvement. Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a
4.0006	4.0006.1	Isobel Jacques and Kate Coyle	Residents of Ash Green	N/A	N/A	N/A	EMP7	Local Plan	N/A	No	N/A	N/A	N/A	Petition from citizens of the Ash Green and Exhall Areas. This site would be built on Green Belt land. The roads and infrastructure would not be able to sustain this site. Air and noise pollution would be detrimental to all the residents of the surrounding area.	Removal of the planned 26ha for an employment / industrial site EMp7 Bowling Green lane	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality.
4.0006	4.0006.2	Isobel Jacques and Kate Coyle	Residents of Ash Green	N/A	N/A	N/A	DS5	Local Plan	N/A	No	N/A	N/A	Also request that the Inspector makes an area and site visit.	Petition from citizens of the Ash Green and Exhall Areas. The sites for extra housing in the Ash Green, Exhall and Bedworth areas would be built on Green Belt Land. The roads and infrastructure would not be able to sustain these sites. The traffic pollution would be detrimental to all residents in the surrounding area. The safety of all residents, especially children and the elderly, would be greatly harmed by the increase in traffic. Also request that the Inspector makes an area and site visit.	Call upon the Borough Council to consider the implications of increased transport the extra housing will have on the roads and infrastructure of Ash green and Exhall.	The proposed allocations have all been assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria considered included physical and environmental opportunities and constraints to development of the sites. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, there is insufficient 'brownfield' land available in the Borough to accommodate the HMA housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers and policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council to consider the potential implications of the
4.0006	4.0006.2	N/A	Ash Green Residents Group	N/A	N/A	N/A	DS5	Local Plan	Yes	No	Yes	N/A	N/A	These sites of extra housing will be built on Green Belt land. The roads and infrastructure would be unable to sustain these sites. The traffic pollution such sites would bring would be detrimental to all the residents of the surrounding area.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Further, the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including
4.0007	4.0007.1	A.R. Yarwood	National Federation of Gypsy Federation	N/A	N/A	N/A	H3	Local Plan	N/A	N/A	N/A	N/A	N/A	Policy is generally acceptable and is supported with the following reservations: the policy should recognise that the 39 residential pitches represent a minimum. Otherwise the policy could be used to resist applications for otherwise acceptable sites which come forward after the target of 39 pitches has been achieved. Para 7.47 the comment that states the criteria in the interim period before the G and T Site Allocations Plan is adopted is totally unacceptable. This would leave a policy vacuum. the policy needs to be applied throughout the lifetime of the plan. otherwise it will be non-compliant with para 10 of national policy set out in Planning policy for traveller Sites. in criterion (d), the word 'significant' or 'unacceptable' should be introduced before the word 'impact', as some minor impact should not necessarily rule out otherwise acceptable proposals. the phrase 'in consultation with Severn Trent in criterion (I) should be deleted. They have no role in determining applications or allocations, especially where a connection to the main drainage is not viable.	39 residential pitches represent a minimum; amend para 7.47; add 'significant' or 'unacceptable' to criteria (d) before 'impact'; delete reference to consultation with Severn Trent in criterion (I)	The proposed requirement indicates the approximate minimum numbers of pitches required to be delivered through suitable strategic sites. These are not intended to be prescriptive and set a target figure, rather than a specified maximum or minimum. Other comments are noted.

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4.0008	4.0008.1	Mr Denis Baylis	George Eliot Fellowship	N/A	N/A	N	HSG3	Local Plan	Yes	Yes	Yes	No	N/A	This area is the heartland of George Eliot's youth and there are many descriptions of it in her poems and novels. There are thus important heritage considerations to be taken into account in its development. There is just one brief mention in para 6.134. In general the proposals are to be commended however the George Eliot Fellowship still has no recognised role in the planning of the future of the site and would make an important contribution. The fellowship should be involved in the partnership proposed with the Canal and River Trust for creating heritage walks.	Add a new item 'the area has a strong association with the writer George Eliot. A partnership will be established with the George Eliot Fellowship to conserve, enhance and make accessible the heritage assets of the site.'	Noted.
4.0008	4.0008.2	Mr Denis Baylis	George Eliot Fellowship	N/A	N/A	N	EMP1	Local Plan	Yes	Yes	Yes	No	N/A	This area is the heartland of George Eliot's youth and there are many descriptions of it in her poems and novels. There are thus important heritage considerations to be taken into account in its development. There is just one brief mention in para 6.134. in general the proposals are to be commended however the George Eliot Fellowship still has no recognised role in the planning of the future of the site and would make an important contribution. the fellowship should be involved in the partnership proposed with the Canal and River Trust for creating heritage walks.	amend the Historic Environment section (6.123) as follows: '...steps should be taken in partnership with the Canal and River Trust to create a heritage walk along the Canal, also linking to the area's association with the writer George Eliot in partnership with the George Eliot Fellowship.' also seeks an assistance that the footpath/cycleway along Gipsy Lane 'inside the roadside and hedgerow network (HSG3 21) will not just go to the canal bridge, but will be continued to the Griff roundabout. this is not clear from the Policy EMP1 text.	Noted.
4.0009	4.0009.1	Jeanette Diegnan	JCR - Juliet Close Resident Group	N/A	N/A	N/A	HSG9	Local Plan	No	No	No	No	N/A	The use of Green Belt land is a direct contradiction of NPPF para. 79. The proposed allocation contravenes the fundamental aim of Green Belt and the five core purposes of protecting Green Belt land as set out in the NPPF- 1) proposed development would increase urban sprawl; 2) & 3) proposals would result in the merge of Nuneaton and Hinckley; 4) proposals would alter the market town character; 5) there is no mention in the plan of alternative sites. The proposed sites are agricultural land, in use, and not wasteland. The development of 621 new dwellings contravenes NPPF para 89, which states that the construction of new buildings as "inappropriate for Green Belt". The Borough Plan fails to reflect the potential heritage concerns raised through the Heritage Assessment; there is no mention of the archaeological significance of the site, the impact on the setting of Grade II Listed Hill Farmhouse or the potential cumulative impact on loss of archaeological deposits within the River Anker Valley. The proposed development contravenes Article 1 and Article 8 of the Human Rights Act.	The use of Green Belt for development us a direct contravention of NPPF Green Belt planning policy section 9:79. Endorse recommendations of ECUS' Heritage Assessment - The strategic site should be reduced in size so as to minimise the potential harm to Hill Farmhouse; Where possible hedgerows surrounding the site should be retained to preserve the limited rural context of the Farmhouse. Landscaping and screening should be included to soften views to and from the Listed Building.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and
4.0009	4.0009.2	Jeanette Diegnan	JCR - Juliet Close Resident Group	N/A	N/A	N/A	HSG10	Local Plan	No	No	No	No	N/A	The use of Green Belt land is a direct contradiction of NPPF para. 79. The proposed allocation contravenes the fundamental aim of Green Belt and the five core purposes of protecting Green Belt land as set out in the NPPF- 1) proposed development would increase urban sprawl; 2) & 3) proposals would result in the merge of Nuneaton and Hinckley; 4) proposals would alter the market town character; 5) there is no mention in the plan of alternative sites. The proposed sites are agricultural land, in use, and not wasteland. The development of 621 new dwellings contravenes NPPF para 89, which states that the construction of new buildings as "inappropriate for Green Belt". The Borough Plan fails to reflect the potential heritage concerns raised through the Heritage Assessment; there is no mention of the archaeological significance of the site, the impact on the setting of Grade II Listed Hill Farmhouse or the potential cumulative impact on loss of archaeological deposits within the River Anker Valley. The proposed development contravenes Article 1 and Article 8 of the Human Rights Act.	The use of Green Belt for development us a direct contravention of NPPF Green Belt planning policy section 9:79. Endorse recommendations of ECUS' Heritage Assessment - The strategic site should be reduced in size so as to minimise the potential harm.	HSG10 is not a Green Belt site. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the
4.0009	4.0009.3	Jeanette Diegnan	JCR - Juliet Close Resident Group	N/A	N/A	N/A	Entire Document	Sustainability Appraisal	No	No	No	No	N/A	The legality of the Sustainability Report is questioned - The Sustainability Appraisal (final version) was published 19.01.2017 but the Borough Plan was submitted Nov/Dec 2015, therefore the plan has not been positively prepared with appropriate economic, social and environmental considerations. Concern also raised in relation to the preparation of the report, noting that it was prepared and checked by the same individual.	N/A	The Publication version of the Plan was issued for consultation in January 2017. The Sustainability Appraisal, and the Borough Plan are considered to comply with the legal requirements, the duty to cooperate, and are sound.
4.0009	4.0009.4	Jeanette Diegnan	JCR - Juliet Close Resident Group	N/A	N/A	N/A	Entire Document	Infrastructure Delivery Plan	No	No	No	No	N/A	The IDP is not sufficiently robust and lacks detail to all parts, which places doubt on the delivery of the plan. There is no mention of investment from the local/county council to help with the delivery and sustainability of the Plan.	N/A	The IDP has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of sustainable developments. The infrastructure requirements have been informed by discussions with key stakeholders and service providers. The policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
4.0010	4.0010.1	Mr Mark Lovick, Chair of Governors	Goodyers End Primary School	N/A	N/A	D, Q, R (neighbourhood designated poster and leaflets)	EMP7	Local Plan	No	No	No	Yes	N/A	The Plan is unlawful, unsound and does not meet the DtC because: 1. the council has not liaised with all small businesses; 2. there was no notices received by any local business in Bayton Road or Blackhorse Lane of the impending changes and impact on traffic flow; 3. Exceptional circumstances have not been demonstrated; 4. will increase commuting, noise, traffic and pollution; 5. no local support as required by ministerial guidance; 6. not given appropriate weight to loss of biodiversity, damage to recreation, education, ecosystem, landscape and health (NPPF9); 7. Brexit will impact on anticipated population growth in Coventry set to fall, so no need to take overspill; 8. the council has not considered the nature of the area and infrastructure required; 9. the NPPF does not say the OAN should be met in full. the council has not understood the very important qualifications and caveats. Wishes to participate to ensure the inspector appreciates the extent of local objection, the following feedback is from the school council, taken from all years (4-11yr olds): industrial estate would bring pollution which will damage children's health; noise would disturb learning; roads would be busier, could cause accidents; lovely view would be lost and light blocked in the classrooms; industrial estate would create smells; people enjoy walking on the field so it would upset the community.	No modifications that could make the Plan sound. The area will not cope with the volumes of traffic, the environment wit the heavy pollution.	The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's employment needs in full. It is therefore necessary to allocate development on greenfield sites. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The
4.0011	4.0011.1	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	TC2	Local Plan	Yes	Yes	Yes	Yes	Indicates participation at the examination is not necessary but may be helpful.	Particularly concerned about the future of Bedworth as a market town, which has no mention in the Plan. The present market hall arrangement is clearly failing. A feasibility study is urgently needed on its future, in consultation with the local community. alternatives should be considered, as a return to a street market and adapting the market hall site and building to other purposes. share the Plans concern for lack of an evening economy. the boroughs great set is the Civic Hall. its development as a cinema might be considered. Bedworth's town centre has the advantage of being well served by public transport.	N/A	The Borough Plan accords with the NPPF's objective for supporting the viability and vitality of the town centre and to positively promote competitive town centre environments and encourage economic activity. Policy DS2 sets out that other settlements will provide local services that reflects the role and function of the settlement in the hierarchy. This includes monitoring ref DS2b Retail 'scale of development proportional to retail hierarchy'. The Council commissioned an update to the previous town centre and retail studies. This included Retail and Leisure Study Update 2014 by Strategic Perspectives and Town Centre Office requirements by DTZ 2013. As set out in paragraph 9.3 'The retail and leisure study provided a strategic assessment of the quantitative and qualitative need for new retail (comparisons7and convenience goods) floor space and commercial leisure uses in the Borough and its two main centres, Nuneaton and Bedworth. The update helps to provide, "adequate, up to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area" over the plan period. The assessment of the economic capacity for new retail floor space within the Borough takes account of the different population
4.0011	4.0011.10	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	DS6	Local Plan	Yes	Yes	Yes	Yes	N/A	Consideration should be given to making one of the employment zones a science/technology park to encourage young people with degrees to stay in the area and attract new graduates. Wish to see a return to an earlier aspiration (2013 Plan, 5.38) that 'the delivery of houses should not come significantly ahead of economic growth'. Does this omission indicate too complacent an attitude, to ready to accept commuter housing, without the much needed emphasis on local jobs and employment?	N/A	The Borough Plan accord's with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through evidence documents, and to ensure a balance between new housing and jobs. the Council has a Economic Development Strategy to help deliver the Council's economic aspirations.
4.0011	4.0011.2	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	HSG4	Local Plan	Yes	Yes	Yes	Yes	N/A	Residents will be affected by noise impact to an unacceptable level. It requires the erection of sound barriers alongside the roads and railway in each case. Question also arises of air quality, especially in the case of Woodlands and School Lane. The M6 and A444 carry much heavy lorry traffic. this situation needs to be urgently reviewed. it may be necessary to conclude the areas are not suitable for housing. this important issues is not mentioned in Policy HS5 and only passing reference in HS2.	N/A	The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas. To this

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4.0011	4.0011.3	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	HSG6	Local Plan	Yes	Yes	Yes	Yes	N/A	Residents will be affected by noise impact to an unacceptable level. It requires the erection of sound barriers alongside the roads and railway in each case. Question also arises of air quality, especially in the case of Woodlands and School Lane. The M6 and A444 carry much heavy lorry traffic. this situation needs to be urgently reviewed. it may be necessary to conclude the areas are not suitable for housing. this important issues is not mentioned in Policy HS5 and only passing reference in HS2.	N/A	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
4.0011	4.0011.4	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	EMP6	Local Plan	Yes	Yes	Yes	Yes	N/A	Residents will be affected by noise impact to an unacceptable level. It requires the erection of sound barriers alongside the roads and railway in each case. Question also arises of air quality, especially in the case of Woodlands and School Lane. The M6 and A444 carry much heavy lorry traffic. this situation needs to be urgently reviewed. it may be necessary to conclude the areas are not suitable for housing. this important issues is not mentioned in Policy HS5 and only passing reference in HS2.	N/A	Noted. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The evolution of the Borough Plan has been informed by various sources of evidence, including the assessments of the natural environment and air quality. Effects relating to air quality are assessed as part of the SA process. The review of baseline information has confirmed that air quality effects in the Borough are specifically related to traffic congestion and pollution. Air Quality has, therefore, not been considered in isolation in the preparation of the Borough Plan, but considered in respect of issues to reduce the need to travel and seeking to focus development in urban areas.
4.0011	4.0011.5	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	HSG8	Local Plan	Yes	Yes	Yes	Yes	N/A	Residents will be affected by noise impact to an unacceptable level. It requires the erection of sound barriers alongside the roads and railway in each case. Question also arises of air quality, especially in the case of Woodlands and School Lane. The M6 and A444 carry much heavy lorry traffic. this situation needs to be urgently reviewed. it may be necessary to conclude the areas are not suitable for housing. this important issues is not mentioned in Policy HS5 and only passing reference in HS2. share local concern what this development will imply for the character of Bulkington, and the infrastructure and social and environmental issues have been insufficiently considered. Welcome proposals for a footpath and cycleway network and look forward to enhanced sporting and leisure facilities at Nicolas Chamberlaine School from the extra funding.	N/A	Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
4.0011	4.0011.6	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	HSG7	Local Plan	Yes	Yes	Yes	Yes	N/A	Share local concern what this development will imply for the character of Bulkington, and the infrastructure and social and environmental issues have been insufficiently considered. Welcome proposals for a footpath and cycleway network and look forward to enhanced sporting and leisure facilities at Nicolas Chamberlaine School from the extra funding.	N/A	Comments noted. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable.
4.0011	4.0011.7	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	HSG4	Local Plan	Yes	Yes	Yes	Yes	N/A	Para 6.66 suggests an asset management plan for the Arbury Estate. Any future plan and development should have included in it greater opportunities for the public to enjoy the local assets, with the Hall and gardens open more frequently to the public than present. This would go some way towards mitigating what the Plan foresees as a reduction in the quantity of rural landscape in the vicinity of the parkland.	N/A	The Council has no control over the opening hours of Arbury Hall, but acknowledges that there would be an economic benefit to the area if the hours of opening were increased.
4.0011	4.0011.8	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	BE1	Local Plan	Yes	Yes	Yes	Yes	N/A	The borough has over 100ha of derelict land and more than 3,000 potentially contaminated sites. If these could be decontaminated and rendered suitable for beneficial community use, they would provide a tremendous asset, removing the need for any further incisions into the GB. There are no sites within the Borough identified on the Contaminated Land Register, nor any special sites (highly toxic sites transferred to the EA for remediation). A proactive approach is needed to realise with all due speed objective 7 of the Plan and ensuring that 'derelict, contaminated and untidy sites are brought back into beneficial use'	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). Noted. The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need.
4.0011	4.0011.9	Mr Denis Baylis, Secretary	The Bedworth Society	N/A	N/A	N	HS2	Local Plan	Yes	Yes	Yes	Yes	N/A	Welcome emphasis on providing more and better public transport, cycleways and footpaths. This is important for economic growth as well as social and environmental reasons. Seek assurance that a cycle way is defined as a designated pathway and not a marked out lane on the edge of a major road, that seems to be implied. the sooner the NUCKLE train route is operational, the better.	N/A	Noted.
4.0012	4.0012.1	Mr Roy Moss, Chairperson	Friends of the Nook	N/A	N/A	O	HSG4	Local Plan	No	No	No	Yes	N/A	Constitutional group raised £55k independently in grant applications to enhance the Nook in various ways. Para 6.64 identifies buttercup way as connection to HSG4. The land is a habitat for Dingy Skipper butterfly and Great Crested Newts, protected species. this connection would sever a key ecological corridor and mitigation would be very difficult. para 6.64 there would be severance between The Nook and the flood pool corridor. para 6.62 creating a green space corridor would allow execution of key note 12 via the Nook and both roads are in conflict with key development principle 4. key principles: note 12 - there is no cycleway running parallel to the mineral line from The Nook, contributions were migrated elsewhere; note 17, 18 & 21 - would be easily achieve if corridor recommendations are executed; note 6 - financial contributions should be near to the build site, Silver Birch Avenue play area is omitted; Note 4 - point 4 conflicts with the road choice at Buttercup Way and Judd's close and the legislative actions for the protected species. the site proximity to a designated flood plain could be as little as 25 metres but there is no reference to any EA assessments which would be required. Wishes to participate counter arguments on any mitigation measures; enlarging the space would benefit the area; potential for site to be used as an education tool as it is a species rich environment.	to protect the Nook corridors and severance from the pool on the upper right hand side of the HSG4 map and to preserve an ecological corridor - suggest The Nook boundaries are expanded to the north and west by 100metres creating a wooded corridor accessible from the new build, offsetting some of the carbon footprint protecting the flood plain and creating green space. Also encapsulating to the west a key ecological area containing 2 important species identified in the Borough's green Infrastructure Plan and adopted Open Space. this area was also part of a mitigation strategy employed during the Smorrall lane development for the GCN. there was also a culvert places centrally through the Dingy Skipper colony without due consideration to the Dingy Skippers. the road also clips the designated flood plain on the EA map. Surplus water to the main flood plain. the road would also impact the connectivity to the Nook from the train line cutting corner. changing this would massively reduce sustained objections. The entry points at Judd Close, Old Newtown Road had a disabled access and a new bridge installed to the Nook with part of the grant money raised by FON. For future NBBC should work in closer conjunction with organisations and statutory bodies like the EA, Warwickshire Butterfly Conservation, Warwickshire Nature Conservation Trust and local groups. more northerly access points would have been advised	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. Further, the proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough
4.0013	4.0013.1	Paul Nash, Chair of BVC Board of Trustees	Bulkington Village Centre (BVC)	N/A	N/A	N/A	HSG7	Local Plan	N/A	N/A	N/A	N/A	N/A	The Centre has a high reputation and is in great demand. BVC's success has meant for several years struggled to keep pace with the growing levels of community demand. Consequently developed a plan for expansion. The Local Plans extra 700 houses now adds greater urgency to the need to create extra capacity. it would add a further significant increase in the level of unmet community services of the educational, social, recreational and leath type. the first part of the expansion - car park - is self funded. the second staged for a new build large multipurpose room and store is a much larger financial challenge. the need for the Local Plan to identify the expansion of community facilities to support new housing development fit with BVC's own development plan. Disappointed to find an absence of any built community facilities, village halls, centres and the like across the IDP and Local Plan, or any explanation of when and how the expansion of community provision. in the IDP and community facilities section of the Local Plan, the potential and method for the involvement of the voluntary sector as part of the addressing improved capacity isn't included. has consideration been given to whether CIL approach or a traditional S106 would be more adept to facilitating the expansion of the Centre in a timely manner. the release of CIL funds also needs to be timely.	it seems to be of mutual advantage that the criteria for the housing allocations for Bulkington should list the BVC project as a S106 obligation. Formally requesting that action and a written response of NBBC's intentions in this respect us given to BVC before the next round of consultation on the Borough Plan. In addition please advise on how and how BVC should get involved in the subsequent processes, and also confirm that over the coming years it will be NBBC's responsibility to maintain this involvement at the correct stages as the Local Plan moves forward through to implementation. The provision of a point of contact whose remit includes the IDL and/or planning obligations to ensure that BVC is kept abreast of relevant developments.	The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Council acknowledges that additional infrastructure will be required to support new planned development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
4.0013	4.0013.2	Paul Nash, Chair of BVC Board of Trustees	Bulkington Village Centre (BVC)	N/A	N/A	N/A	HSG8	Local Plan	N/A	N/A	N/A	N/A	N/A	The Centre has a high reputation and is in great demand. BVC's success has meant for several years struggled to keep pace with the growing levels of community demand. Consequently developed a plan for expansion. The Local Plans extra 700 houses now adds greater urgency to the need to create extra capacity. it would add a further significant increase in the level of unmet community services of the educational, social, recreational and leath type. the first part of the expansion - car park - is self funded. the second staged for a new build large multipurpose room and store is a much larger financial challenge. the need for the Local Plan to identify the expansion of community facilities to support new housing development fit with BVC's own development plan. Disappointed to find an absence of any built community facilities, village halls, centres and the like across the IDP and Local Plan, or any explanation of when and how the expansion of community provision. in the IDP and community facilities section of the Local Plan, the potential and method for the involvement of the voluntary sector as part of the addressing improved capacity isn't included. has consideration been given to whether CIL approach or a traditional S106 would be more adept to facilitating the expansion of the Centre in a timely manner. the release of CIL funds also needs to be timely.	it seems to be of mutual advantage that the criteria for the housing allocations for Bulkington should list the BVC project as a S106 obligation. Formally requesting that action and a written response of NBBC's intentions in this respect us given to BVC before the next round of consultation on the Borough Plan. In addition please advise on how and how BVC should get involved in the subsequent processes, and also confirm that over the coming years it will be NBBC's responsibility to maintain this involvement at the correct stages as the Local Plan moves forward through to implementation. The provision of a point of contact whose remit includes the IDL and/or planning obligations to ensure that BVC is kept abreast of relevant developments.	The Council acknowledges that additional infrastructure will be required to support new planned development. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence (all evidence documents are available to view on the Council's website: www.nuneatonandbedworth.gov.uk/boroughplan), and through consultation with relevant statutory consultees. For instance, NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually.
4.0014	4.0014.1	Mr Peter Hollowood	Residents of the Arbury View Estate	N/A	N/A	R (notified by email)	HSG2	Local Plan	No	No	No	Yes	N/A	Found the system of consultation documents not user friendly. Legal: fail to address the Social, Environmental and Economic factors required in the legal requirements of the SA report. In comparing each of the 19 sections of the report the outcomes are in the main adverse to the area. the negative aspects of the report are covered by bureaucratic waffle in many cases with unconfirmed proposals so as to give a 'neutral effect'. also failed the requirement for consultation, Arbury View Estate views have been recorded in in appropriate minimal details and no evidence to ignore objections raised. However larger corporate business comment appears fully detailed. The White Paper covering the new housing development requires protection of the GB and evidence as to why it is used and in the most effective wat. All must be supported by evidence and 'take the views of local people into account'. this has not been the case with the Borough Plan. Soundness: fails to address the needs of the community and ignores the representations made by residents and political representative. No exceptional circumstances justified or evidence to show that every other alternative option has been considered for loss of Green Belt, there are other areas not GB that could be developed, particularly in the Bedworth district; should justification for use of the GB be upheld, then the location should be where it makes the least amount of impact on the existing community and environment, effective locations and around transport hubs (White Paper 630, locations adjacent to A444 would potentially be a valid option; fails to justify impact on the Arbury View Estate. no capacity to cope with additional traffic demand puts those on foot and cycle passage for school children in excessive danger; potential access point from the	remove the Arbury proposal from the plan, if this is not possible then move the proposed development to the site on Arbury land alongside the A444 opposite Sutherland Drive junction where facilities for transport and utilities is more easily accessed and allows for limited disruption.	Whilst it is appreciated that planning terminology can be confusing at times, the Council has sought to ensure that consultation is as clear as possible. Furthermore, the Regulations require the Council to consult specifically on 'soundness', 'legal compliance' of the Plan and 'compliance with the Duty to Cooperate', and therefore such terminology is unavoidable. The Borough Plan accords with current national planning policy for England, as provided through the NPPF. The Housing White Paper sets out the Governments intended programme of reforms to legislation and policy, but current national planning policies for England remains to be provided through the NPPF. In line with the NPPF, the Borough Plan adopts a brownfield first approach. However, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. Any planning application for the development of the strategic
4.0014	4.0014.2	Mr Peter Hollowood	Residents of the Arbury View Estate	N/A	N/A	R (notified by email)	HSG2	Sustainability Appraisal	No	No	No	Yes	N/A	1. Neutral effect suggested, however many residents opposed to the plan, so can't benefit all; 2. Adverse effect, calls it undeveloped agricultural land but it is in fact GB, also highlights no linkage via public transport and suggested walking and cycle routes are planner's dreams and not factual possibilities. The development is remote from the town. 3 Social factors by putting affordable housing would just extend the socially deprived Stockingford area of the town, this cannot be a neutral effect, should be adverse. 4. Transport & education - adverse impact - no direct linkage to public transport or access to the town. no capacity to accommodate older children in existing secondary or primary schools, but still suggested a neutral effect. 5. The fear of crime has insufficient evidence to judge according to the report. creating large low income affordable housing can be evidenced as high crime areas. (adverse impact). 6, Again provision of affordable housing is not a location specific justification. 7. Provision of allotments and recreation play areas creates limited impact , but will the facilities be built bearing in mind he failings on Bermuda Park. 8. well designed site - design is not available for the site, so how can a true consultation take place. 9. bio-diversity - significant adverse effect on environment and loss of GB, not properly addressed. 10. Population & human health - no proposals for additional health services - adverse effect as availability of GP appointments already limited. 11. Soil adverse effects, no possible mitigation highlighted. 12. Water increased ground water created by the development and any pollution is adverse so should adverse effect. 13 Air Quality - enforced use of cars creates more pollution. 14. Efficiency of infrastructure, significant adverse effect, cannot be mitigated as	remove the Arbury proposal from the plan, if this is not possible then move the proposed development to the site on Arbury land alongside the A444 opposite Sutherland Drive junction where facilities for transport and utilities is more easily accessed and allows for limited disruption.	The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The criteria included physical and environmental considerations that could act as a significant constraint on the delivery of residential development, including traffic. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. NBBC has worked cooperatively with Warwickshire County Council and the Warwickshire North Clinical Commissioning Group to consider the potential implications of the Borough Plan on the local highway network, education provision, and heath care, and to consider the requirements for necessary improvements and mitigation. With regards to the potential traffic impact, all proposed strategic and employment allocations have been assessed through a Strategic Transport Assessment (STA) prepared by Warwickshire County Council. This high level strategic document sets out a number of strategic road improvements for each of the strategic allocations and/or the local area.
4.0015	4.0015.1	Mr. Clive Jones	BHAG - Bedworth Heath Action Group (Hospital Lane)	N/A	N/A	E	HSG5	Local Plan	No	No	No	No	N/A	Loss of high value Green Belt, agricultural land. Loss of natural buffer between settlements. Loss of public access. Would result in urban sprawl and coalescence of settlements. Earlier Sustainability Appraisal (2013) graded the site 8th out of 9 sites, yet the site was and still is included in the current plan, while all the parameters are still the same. Other identified sites better meet the sustainability requirements and are not Green Belt. Impact of air pollution from M6 motorway on new residents. Increase in air pollution from traffic generated. Removal of trees and hedgerows. Concerns over reliability of air quality assessment evidence. Flood risk at site. Highway impact on already congested road network. Impact on health services. No identified sites or plans to build new hospitals or enlarge existing facilities. Facilities cannot be funded before the population growth has taken place. Impact on schools, police force and fire services. Amount of housing has been grossly exaggerated and does not take into account the amount of development that has taken place in the borough in the last 2 years, or the amount of extant permissions there are on brown field sites. The site is not poorly attended land of little agricultural value as portrayed in the plans description of the site.	N/A	An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it
4.0016	4.0016.1	Mr. Ljubisa Cvetkovic	BCR - Bramcote Close Residents	N/A	N/A	R - BRV	HSG7	Local Plan	No	No	No	Yes	To represent the residents of Bramcote Close.	Inadequate consultation with local residents, contrary to provisions of NPPF para 155. Little consultation information has been made available, only 6 weeks notice, little support in accessing the documents. The plan is unsound and should be dropped, not modified. Loss of greenbelt land. Destruction of wildlife habitat. Loss of valuable agricultural land. Loss of historic settlement boundary and potential for future urban sprawl. Contrary to NBBC open space strategy. Loss of open space, PROW and recreational use of field. Bramcote Close cul-de-sac would become a through road, which constitutes planning failures and contrary to Manual for Streets - it would irrevocably change the character of the Close and destroy community cohesion; increase volume of traffic; reduce road safety; inadequate access for additional traffic, parking, heavy vehicles, buses and emergency service vehicles. Residents of Bramcote Close have not been engaged in the process. Impact on air quality. Location of the site would discourage a modal shift from car use. The proposed development does not create new employment opportunities and therefore residents will continue to commute using cars. Inadequate sewage facilities to accommodate new development. Potential flood risk. Impact on landscape character. Would result in the coalescence of Bulkington and Nuneaton. Little detail on increased provision of services for schools, doctors or elderly care.	The plan is unsound and should be dropped, not modified. Utilise brownfield land first. Build homes where the services are sufficient to service large developments.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Bulkington has been identified as a sustainable settlement, and a suitable location for new development. Not directing development to Bulkington would be contrary to the NPPF and the principals of sustainable development. In line with the national planning policy, the Borough Plan adopts a brownfield first approach. The identification of land at Bulkington has been considered through the Sustainability Appraisal process and would be considered through future applications to assess how development would impact on the local landscape character and the identity of Bulkington. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be
4.0017	4.0017.1	Seb Gran	CBR	N/A	N/A	N/A	HSG5	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	Object to policy as the site is greenbelt. Meets 4 of the 5 purposes of including land in the greenbelt set out the NPPF. Allocation has many flooding problems. Poor current infrastructure. Loss of farmland.	Woodlands should be kept in the greenbelt.	The existing situation is noted and acknowledged. The proposed allocations were assessed for their suitability, availability and achievability within the 2016 SHLAA. The assessment criteria included physical and environmental considerations that could act as significant constraints on the delivery of residential development, including environmental and highway impacts. Actions for overcoming constraints, including through development funded mitigation, were also considered when assessing a site's suitability. Where it is believed that a particular constraint would be difficult to mitigate entirely, it was automatically considered to be not deliverable. With regards to the loss of agricultural land, in line with the NPPF, the Borough Plan adopts a brownfield first approach, however, given the limited supply of available brownfield sites within the Borough, the development of the allocated sites for employment or housing will generally lead to the loss of productive agricultural land and quality soils to development that cannot be mitigated. The suitability of the site has been assessed against sustainability criteria within the Sustainability Appraisal, and accords with national planning policy by prioritising the use of land of lesser environmental value. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence
4.0017	4.0017.2	Seb Gran	CBR	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	The sustainability appraisal report is not adequate, it is cursory and incomplete and decision based on assumptions. The Plan is not sound, justified, effective or consistent with the NPPF.	SA to be written be the experts. Habitat regulations assessment does not mentions the Woodlands area. An SCI should be created.	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria.

References		Respondent details		Client details (where applicable)			Area comment relates to		Status of the Plan				Representation			
	Comment reference number	Name	Organisation	Name	Organisation	How did you find out about this Consultation? (A-R see key)	Policy number	Policies Map / Other document	Legally Compliant (yes / no)	Sound (yes / no)	Complies with Duty to Cooperate (yes / no)	Appearance at Examination (Yes/No)	Justification for Appearance at Examination	Summary of comment	Suggested Modifications	Officer response
4.0018	4.0018.1	Seb Gran & Pete Gilbert	CBR	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	Yes	N/A	Great impact on Bedworth Woodlands	Object to the policy as it is not sound. School Lane must remain in the greenbelt. Meets 4 of the 5 purposes of including land in the greenbelt set out the NPPF. Increase amount of cars on the roads. No mitigation or road infrastructure. Natural flood defences would be lost increasing the risk of flooding.	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that
4.0018	4.0018.2	Seb Gran & Pete Gilbert	CBR	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	The sustainability appraisal report is not adequate, it is cursory and incomplete and decision based on assumptions. The Plan is not sound, justified, effective or consistent with the NPPF.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the
4.0019	4.0019.1	Bhagwant Pandher	CBR	N/A	N/A	N/A	HSG6	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	Object to the policy as it is not sound. School Lane must remain in the greenbelt. Meets 4 of the 5 purposes of including land in the greenbelt set out the NPPF. Increase amount of cars on the roads. No mitigation or road infrastructure. Natural flood defences would be lost increasing the risk of flooding.	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. Any planning application for the development of the strategic allocations will need to be supported by a Transport Assessment (TA) which identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. The Council acknowledges that additional infrastructure will be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will be used to secure delivery of infrastructure provision and/or improvement. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. NBBC undertook an updated Strategic Flood Risk Assessment in 2016 in order to demonstrate that
4.0019	4.0019.2	Bhagwant Pandher	CBR	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	Great impact on Bedworth Woodlands	The sustainability appraisal report is not adequate, it is cursory and incomplete and decision based on assumptions. The Plan is not sound, justified, effective or consistent with the NPPF.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. An updated SHLAA process was undertaken in 2016 to identify the 'deliverable' level of housing growth that can be accommodated in the Borough during the plan period. This updated assessment included a comprehensive review of the sites with planning permission, potential sites within the urban area and larger strategic sites. The results of the 2016 updated SHLAA and employment land review demonstrated that the Council is able to identify sufficient sites to meet the Borough's OAHN and ELR, and to assist in delivering a proportion of the additional development requested to contribute to meeting the needs of Coventry City Council. NBBC have also carefully considered its ability to assist with the provision of any further development sites, but this must not be at the expense of the Borough. The scale of growth proposed is justified by a robust evidence base and has been carefully considered against sustainability criteria.
4.0020	4.0020.1	Pete Gilbert	CBR	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	No	N/A	The sustainability appraisal report is not adequate, it is cursory and incomplete and decision based on assumptions. The Plan is not sound, justified, effective or consistent with the NPPF.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant.
4.0020	4.0020.2	Pete Gilbert	CBR	N/A	N/A	N/A	DS4	Local Plan	No	No	No	No	N/A	Burbages Lane site is Green Belt. The Government attaches great importance to Green Belts. NUN286/NUN317 meets three of the five purposes of Green Belt set out in the National Planning Policy Framework (NPPF) para 80, therefore it should remain as green belt and not be considered for housing. Slow worms and Bats, which are protected species, are associated with this site. There would be traffic, transport and road safety issues with parking being a major problem. The EMP7 site at Goodyers End Lane would further cause issues on Wheelwright Lane. Four schools are in close proximity, therefore crossing this road would be made unsafe by an increase in traffic (additional 150 - 200 cars).	N/A	Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83), which states that 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The proposed allocations also accords with para 84 of the NPPF, which states that when reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. In line with this requirement, the allocated land has been channelled to towns and villages within the Green Belt or towards locations beyond the outer Green Belt boundary. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire.
4.0021	4.0021.1	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	Duty To Cooperate	Local Plan	No	No	No	Yes	N/A	There is no legal obligation to take responsibility for any other planning authorities housing need, especially if that means building on Green Belt sites. This contravenes the NPPF, which clearly aims to protect land that is valuable to an area; it is geared up to share less valuable land to ease building pressures in cities which is sensible and reasonable but not at the cost of the receiving planning authority.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. It is therefore necessary to allocate development on greenfield sites, including that within existing Green Belt boundaries. This would be inline with the NPPF (para 83),
4.0021	4.0021.2	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	DS4	Proposals Map	No	No	No	Yes	N/A	There are at least two sites round the Borough that are not accounted for on the Plan Map and are not commented on in the documentation giving an misleading view of the intended built area in the borough in 2031. This means that you are not being open and are preventing residents from checking figures which are already justifiably under scrutiny.	N/A	Sites with planning permission or those in the planning application system were not shown on the proposal map. The breakdown of the calculation are shown at paragraph 5.21. These figures will be updated for the examination. Site with planning permission can be seen within the five year land supply statement.

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4.0021	4.0021.3	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	N/A	No proper Ecological Assessment has been done for HSG4 (The Woodlands) because there is no mention of the protected species recorded at the Warwickshire Biological Records Office and no intention to protect a non mitigatable habitat. he Council should be looking to protect its Local Wildlife Sites such as the one centred on SP3435587270 adjacent to Woodlands Lane which has a high biodiversity and supports both Great Crested Newts and Bats. A major source of concern is the intention to build on an area that is major flood mitigation area for Croft Pools increased precipitation as evidenced by meteorological data the likelihood of flooding is increasing. There is no guarantee that a sustainable drainage system will be installed as on other existing developments promised and policy dictated requirements have been routinely waived by the planning department. increased water flow causing standing water to be held against the A444 embankment. The embankment should have some protection against this but there is no guarantee that it is designed to withstand such flooding. There is no mention of flooding in any of the documents. This is concerning as the Woodlands is designated as floodplain according to the Environment Agency. I don't believe it is Planning policy to build over ridge and furrow. The site of ridge and furrow (found at the point where A444 and Woodlands Road almost intersect to the west of the A444) is clearly visible on the aerial view on Bing Maps. This shows that there is a local history that has not been explored. The whole area of Woodlands is a rare example of Arden landscape, small fields and thick	N/A	The majority of the allocated sites will result in some loss of existing habitat and features of biodiversity interest. However, the development of the sites offers the opportunity to create or enhance green infrastructure linkages and new biodiversity features (woodlands, water bodies etc.) as part of an overall landscaping/biodiversity scheme for the Site. The policies in the Borough Plan will protect and enhance existing biodiversity features and opportunities to incorporate 'green infrastructure' features in new development makes a positive contribution to the natural assets of the Borough. Planning applications will need to be accompanied by detailed biodiversity assessments that will be assessed by statutory consultees to ensure that appropriate mitigation is achieved. The ecology and geodiversity study 2016 assessed every site and provided recommendations on whether the site should be taken forward for development and what mitigation should be provided. Any development proposals will need to accord with other policies within the Plan (such as NE3) and national planning policy, and will need to be supported by appropriate assessment of environmental conditions and other potential impacts. In addition, the statutory consultees will be consulted in relation to any development proposals to guide development proposals and requirements for necessary infrastructure contributions.
4.0021	4.0021.4	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	N/A	This Plan is in complete contradiction to many of the council policies such as DS4, DS7, SA1 and NE4, and others are so narrow that they are basically a pointless waste of time, such as NE1. It is clear that there is an intention and focus on filling the Borough with development leaving watercourses and small parks the remaining green areas. This is contrary to both national and local policy, the plan needs to be brought in line with these policies. Borough Plan evidence is highly questionable as to its veracity and as such means that the Plan is not based on reliable evidence.	N/A	The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications. The Borough Plan has been produced in line with national planning guidance. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Borough Plan evidence base can be found on the Councils website www.nuneatonandbedworth.gov.uk/boroughplan
4.0021	4.0021.5	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	DS5	Local Plan	No	No	No	Yes	N/A	There is no evidence to back up housing figures. GL believed that the	N/A	The NPPF (para 159) requires Local Planning Authorities
4.0021	4.0021.6	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	DS7	Green Belt Study	No	No	No	Yes	N/A	There are now three areas which have gone from Green Belt or due for Green Belt protection that have suddenly become housing sites. No genuine consultations have been undertaken. Question the ongoing refusal to add the Woodlands to Green Belt when so much is being removed. It is also clear that the Green Belt Study in the supporting evidence divided the land into parcels between watercourses but if the land had been parcelled differently the scoring of the value of each parcel would be different, it is also a subject way of assessing the value of it.	N/A	The Council has a duty to assist in meeting the objectively assessed need of the wider Coventry and Warwickshire Housing Market Area (HMA). The City Council has undertaken a detailed SHLAA exercise which concluded that they are unable to meet the objectively assessed need for the City within their boundary. The Warwickshire authorities accept that Coventry City Council is unable to accommodate its full housing need. Each Council will therefore co-operate to establish a revised distribution of housing which ensures that the overall needs across the housing market area will be met in full. The Borough Plan would fail to accord with the requirements of the NPPF if it were to not cooperate in meeting this wider need. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites. The HSG4 allocation site has not had Green Belt status and has been assessed through the SHLAA and Sustainability Appraisal as being suitable for
4.0021	4.0021.7	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	DS4	Local Plan	No	No	No	Yes	N/A	Land just to the north of the Bermuda Roundabout, although now sold, was for sale for years before that. If there is such a focus on improving economic growth why did it take so long to sell? There doesn't appear to be, in real terms, any impetus to bring business investment into the area or any intention beyond that happening, for businesses to move into the Borough even though it has excellent transport links and appears to be an ideal geographic site. I would like to know why this is the case. This means the Employment Land Trajectory is as lacking in evidence.	N/A	The Borough Plan accords with the NPPF's objective for supporting sustainable economic growth. The Council seeks to plan proactively to meet the development needs of the Borough, as identified through robust background evidence, to deliver sustainable employment and ensure a balance between new housing and jobs. The Plan has sought to respond to current trends of out commuting and dependency on manufacturing and distribution, with an Economic Development Strategy to attract wider investment and by securing a more diverse, competitive and robust local economy. The Strategy and requirements of Policy E1 focuses on growth in sectors where there are current strengths, and where evidence indicates there will be growth during the Plan period. The policy, along with national planning policy, is therefore considered sound.
4.0021	4.0021.8	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	HSG4	Local Plan	No	No	No	Yes	N/A	The previous history of the fight for the Woodlands and all the evidence put forward that caused the planning submission to be thrown out be considered irrelevant? Especially as the evidence is still valid and accurate. In no way is this plan sustainable. It is quite clear that if sites of such historic, biological and archaeological value must be built on then the Plan is not sustainable. It is not in the interests of residents to have all green areas built on with the result of empty houses standing on the Woodlands, or anywhere in the borough. I do not believe that it is legal to take a site labelled as an area of restraint in one Local Plan and in the next it is allocated to building land. Why is it that several planning experts agree that there should be no problem in protecting the area as promised but the NBBC Planning department think otherwise. If you still refuse to honour the Council's promise the evidence here is sufficient basis to protect the Woodlands as a Local Green Space. Thereby protecting the Woodlands as promised to the same level as Green Belt. I believe that until there is a major change in legislation it will be very difficult to find any Planning Inspector that will accept it as an acceptable place to build houses.	N/A	The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities. The Plan provides a high level framework of the spatial vision and strategic objectives for the area, along with a strategy and policies to enable its delivery through future detailed masterplans and planning applications. The policy and requirements for residential allocations accords with national planning policy and have been informed by all available and up to date evidence, as detailed in the Sustainability Appraisal (2017). The Council considers that the plan is therefore justified and legally compliant. Policies DS2 and DS5 direct development to existing urban areas within the Borough first, (defined as Nuneaton, Bedworth and Bulkington), before being directed to the countryside, and then Green Belt. There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing needs in full. It is therefore necessary to allocate development on greenfield sites.
4.0021	4.0021.9	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	Entire Plan	Local Plan	No	No	No	Yes	N/A	The only drop-in offered in Bedworth was completely inappropriate for most people to attend. 11am - 2pm on a normal working Monday means that most people did not have a local opportunity to see what was planned. The only advertising for Bedworth was one poster in the town centre drop hidden from plain view and with no mention of how to get involved, what the plan was or how to get more information. The council paper gave little more detail. Surely it should have clearly outlined the Local Plan, not swept it aside. The council has refused to allow statements about this subject in Council Meetings - a contravention of our democratic rights. The form produced for responses is difficult to use and poorly thought out, even the author, when questioned, was reluctant to agree he would want to fill it out. Therefore, if even planning officers wouldn't use it why do you think it's okay for public use? Using questions that even someone that is familiar with legal documents and the law didn't like answering (3. Do you consider the Plan to be legally compliant? (Y/N)) is unfair and inappropriate. This is especially true as people are conditioned to answer yes so, by this question, you are going to be distorting your data. It is clear that the response document issued for public use is not designed for use. There are redundant questions, illogical questions and it is poorly laid out for residents to air reasonable and clear objections easily. It could be construed that the Planning department intended to make objecting to this plan as difficult as possible for residents because this form was so difficult to use. I would strongly	N/A	Noted. The Council has undertaken public consultation on the Borough Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations (2012), as published Statement of Community Involvement. This includes adherence to the minimum requirement for 6 weeks public consultation. In line with the Regulations, the Council will be producing a Consultation Statement demonstrating how consultation on the Revised Publication version of the Local Plan has been undertaken and how this has informed the production of the Plan in accordance with the Regulations.
4.0021	4.0021.10	Susie Pacey	Woodlands Action Group	N/A	N/A	N/A	HS1	Infrastructure Delivery Plan	No	No	No	Yes	N/A	The infrastructure plan is a pointless waste of time because there is no funding to follow through on the plans. Basically you are hoping that the additional 2450 cars which will come from the Woodlands Development have to negotiate one of two junctions that are already very heavily used at peak times. This will add additional strain to the high percentage of commuters in the Borough and, as the economy grows, makes it likely that they would move away.	N/A	The Council acknowledges that additional infrastructure may be required to support new planned development. Policy HS1 relates to 'Ensuring the Delivery of Infrastructure' and seeks to mitigate any impact of development and address needs associated with development. Planning obligations and conditions will therefore be used to secure delivery of infrastructure provision and/or improvement. In the preparation of the strategic policies, the key infrastructure and amenity requirements for each of the sites have been identified. These have been summarised within each of the policies. The infrastructure requirements have been informed by discussions with key stakeholders and service providers. The policy requirements are supported further by an Infrastructure Delivery Plan which sets out details for these on-site items and is updated annually. The infrastructure requirements for each strategic site are outlined in the site specific policy. This is supplemented by the Infrastructure Delivery Plan, which is updated annually. The Borough Plan acknowledges that Traffic congestion is high across the Borough and that Nuneaton has experienced the highest rate of traffic growth across Warwickshire. The Strategic site policies list the infrastructure requirements that will be required to deliver the site allocation. For example, any planning application for the
4.0022	4.0022.1	Seb Gran	Petition to remove Goodyers End Lane from Labour's Borough Plan	N/A	N/A	N/A	HSG4	Local Plan	N/A	No	N/A	N/A	N/A	Remove the planned 698 houses to be built in Bedworth Woodlands from the Borough Plan preferred options for development.	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employments needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities.

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R-0023	R-0023-1	Bhagavant Pandher	Petition to remove School Lane from Labour's Borough Plan	N/A	N/A	N/A	R016	Local Plan	N/A	No	N/A	N/A	N/A	Remove the planned 188 houses to be built in Bedworth Woodlands from the Borough Plan preferred options for development	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities.
R-0024	R-0024-1	Seb Grist	Petition to remove Bedworth Woodlands from Labour's Borough Plan	N/A	N/A	N/A	R014	Local Plan	N/A	No	N/A	N/A	N/A	Remove the planned industrial units to be built near Goodyear End Lane, Exhall from the Borough Plan preferred options for development	N/A	There is insufficient 'brownfield' land available in the Borough to accommodate the Borough's housing and employment needs in full. It is therefore necessary to allocate development on greenfield sites. The policies and allocation requirements of the Borough Plan have been informed by robust background evidence, and through consultation with relevant statutory consultees. The Borough Plan has taken into account all necessary requirements and considers a wide range of economic, social and environmental matters that together will enable the achievement of cohesive and sustainable communities.