

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP1	Paul Ford	Object				Polesworth and Dordon Proposals	Against the plans to build 9000 dwellings in fields, woods and beauty spots. Dordon and Polesworth are becoming a dumping ground. Already lost the ambulance station. Population will be doubled. Roads not capable of taking extra capacity. Noise of HGVs would get worse. School run traffic is horrendous and will get worse. House prices will fall and views will be lost and nature will suffer, crime will rise, ambulances have to come from Nuneaton/Bedworth so increasing the housing will only make things worse. Struggle to get a doctors appointment now. Flooding will get worse as fields, woods etc is a natural drainage and insurance costs go up. Why can't houses be put by Birch Coppice. Dordon and Polesworth will have an influx of immigrants. Instead of taking Birmingham overspill, refurbish, update and make good all the empty houses in the Birmingham Area first.	Concern noted. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These are the considered the most sustainable locations and areas with some infrastructure to support development needs. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, and work is ongoing to inform IDP and site proposal requirements. Board Report will address some of these issues. No change proposed. Limited powers available to force owners to refurbish. Local Authorities encourage through grants. No change proposed.
DLP1	Paul Ford						Proforma 8	See Proforma 8 response
DLP2	Clr Sweet NWBC	Object/ Comment				Church Farm, Basdesley Ensor	Can we build only on the footprint of Church Farm Baddesley. The adjacent land is the only space with a view to the Grade 2 Listed Building, the Church, and the grade 2 listed war memorial in the churchyard in the village. It would impact on openness, so on that piece of land I would like to see policy NW16 Green Infrastructure. As that is a green open space it will maintain and make an attractive gateway to the village. I feel that this improvement will complement any new build allowed on the farm site.	Concern noted. Site as a whole proposed. However, proposal will ensure view between Listed Buildings will be maintained at northern end of site. Text clarification in Plan and Proposal for Church Farm Baddesley.
DLP3	Delina Turner	Object				Polesworth and Dordon Proposals	Roads cannot cope now and the A5 is at a standstill on many occasions. The proposed housing will increase traffic flow. The secondary school is over subscribed and people travelling to this school is one of the problems regarding the roads. The Doctors are stretched and getting an appointment is like gold dust. We have no police in the area. Such necessities should be taken into account when deciding on building such a big settlement. The amount of houses will double the size of Dordon/Polesworth - why are they not evenly spread out through North Warwickshire. There is land at Daw Mill and also near to Junction 9 of the M42. Have other sites been considered and if so why were they rejected. Considerable amount of wildlife will be displaced. Old oak trees within the hedge rows - will these be protected.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. Growth options considered alternative approaches. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release. No change proposed.

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DLP4	John Webber	Object					Area already subject to severe traffic congestion and proposed new road building would need to be extensive and very costly. Whatever draft plans exist for improving vital infrastructure, we know from experience that they are likely to be under costed so how can realistic guarantees be given as to how these schemes will be financed and that no trimming/abandonment will occur. I cannot believe there are not more suitable sites available as building here will prove more disruptive and costly than building a new greenbelt settlement.	Concerns noted. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate. Board Report will address some of these issues. No change proposed.
DLP5	Trudy Weston	Object					I am writing today to help stop the building plans which will affect the Polesworth and Dordon area. I am concerned about the volume of houses and a possible primary school being built in a lovely rural village. Polesworth itself already has an old primary school which has been neglected for a number of years and has no plans of refurbishment, this is a part of Polesworth's history, which matters more to the community than the eyesores of the new builds. Taylor Wimpey has already started building and planning a plot of over 100 houses, which will consequently put a strain onto our secondary school. The Polesworth School is currently an outstanding school but by increasing the population there will be pressure on students as well as teachers to keep this standard. Classes will have more	Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These are the considered the most sustainable locations and areas with some infrastructure to support development needs. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory
DLP5	Trudy Weston	Object					Continued from above: students and teachers will have to stretch themselves to give quality lessons. The answer is not by building another school but to not go forward with the plans. The rural area of bluebell woods will be non-existent. There are bats, owls, rare flowers and wildlife living in the woods by destroying this you would be destroying the beautiful views along with the animals environment, which would be completely unacceptable. The Taylor Wimpey housing estate has recently cut down a protected tree. There is no respect for our villages history or countryside. If you were to ask the people whose homes, lives and families are in Polesworth, you would find the majority are upset and disgusted in these plans to build hundreds of houses and a school which again the people who live here have no need for.	Continued from above: measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. Board report will address some of these issues.
DLP5	Trudy Weston	Object					Continued from above: Another reason why the plans should be disregarded is the fact the roads will become hectic in the mornings for people driving to/from work as there will be a clash with the school run putting extra driving time on commutes which is again avoidable. I thank you for taking the time to read this and I hope there is much consideration for the families and communities who have already set up home in this lovely village rather than the pay off from developers.	as above

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DLP6	Dean Smith	Object				Polesworth and Dordon Proposals	I cannot believe that you as a council are considering Polesworth / Dordon for a development as is being proposed in an area that has already been blighted with Birch Coppice and now the Hodgetts farm development. Seems you are hell bent on destroying what's left of the village I have grown up in and trying to bring my children up in. I don't need to go into the fact the schools, doctors roads ,pubs, shops and many other services that are at breaking point will not and cannot support this ludicrous idea of shoe horning yet another development into a beautiful price of countryside.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate.
DLP6	Dean Smith	Object					Proforma 13	Response as Proforma 13
DLP7	Keith Kondakor NBBC	Object				MIRA	Firstly I would strongly oppose the development of the proposed site south of MIRA that is against the side of the Weddington Trail. I am the Borough and Country Councillor for Weddington where we may end up losing almost every field north of the Weddington Road for development except the narrow line alongside the A5. This proposed employment site would block off that green corridor on the south side of the A5. The development of the MIRA site is going to take many decades and may never be complete. MIRA went into a pre-pack administration last year with debts of almost £100m. Adding more land at this location will not help the build out of the existing proposed site which is now in new ownership. Secondly I am very concerned about the housing targets even before they gave been inflated by proposed over spill from the West Midlands area and BREXIT.	Concern Noted. No part of proposal requires the closure or affects use of current Weddington Trail Cycle route. This will be used as a sustainable route to access the Proposal which should generate contributions towards routes expansion and use. OAHN based on evidence including 2015 SHIMA that Warwick DC Inspector recently accepts and considers to be based on reasonable and soundly based assumptions. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Further clarity on housing figure breakdown may be provided. No further changes proposed.
DLP7	Keith Kondakor NBBC	Object				MIRA	Continued from above: The Strategic housing market area assessment (SHIMA) done by GL Hearn contained two models, one based on ONS2012 projection and one based on Employment projections. For North Warwickshire the two projections are not impossible with 3,928 extra people and 3,172 extra households in demographic projection and 6,454 extra people in 4,078 extra households in employment based projections. What is going seriously wrong is that the 6 councils have cherry picked which model to adopt for each council area and failed to model the impact of extra growth in each councils impact on growth in its neighbours. There is a massive double counting of future housing market area population due to Coventry following a demographic model while the surrounding councils using an employment based one.	as above

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DLP7	Keith Kondakar NBBC	Object				MIRA	Continued from above: Some of the population growth demand is counted twice as they live in Coventry in demographic model but live in Warwickshire in employment modelling. We have the same issue between Nuneaton and North Warwickshire. At the moment you are growing at the top range of the model gaining 319 people in 2015. In 2015 Nuneaton and Bedworth gained only 145 people compared to the demographic model of 650 or employment model of 837. The final issue is the SHIMA was updated in 2015 and your new targets can only impact the future, you do not have a time machine. It is totally unreasonable and illogical for your housing target for 2011 to 2016 to be increased for populations that did not move to north Warwickshire in that period. If it is not done logically you end up double allocating the 2011-15 under-delivery.	as above
DLP8	Margaret Smith	Object					We understand that the North Warwickshire Borough Council's Local Development Framework includes proposals to use the Water Orton School site (once it has been relocated) for housing. We also understand that access to this site could involve demolishing the Tree House Nursery buildings attached to the old school and widening the current back entrance to the school. This back entrance is adjacent to our property. Quite recently we wrote to the Council to support the planning application the Tree House Nursery made to build a staffroom that extended their building quite close to our property. Our boundary with the school is currently marked by an open fence, trellis and a few climbers. Apart from short periods when we have the sounds of children in the playground, something we enjoy, our living and garden space is open, clean, peaceful and protected by locked gates.	Concern noted. Access point for proposal yet to be determined/agreed. Design details will be matter for planning application. Highways details will need to meet County Highway adopted standards. Unclear as to how and why housing will "significantly damage our living environment" given properties location immediately adjoining other residential properties. Boundary treatment of proposal will be matter for planning application. No change proposed.
DLP8	Margaret Smith	Object					Continued from above: We do believe that this proposed development could significantly damage our living environment and request the following understanding	as above
DLP9	Mrs J Bolton	Object				Polesworth and Dordon Proposals	1. The proposed road to have a significant verge and pavement that will keep traffic some distance from the side of the house and the garden boundary.	Concerns noted. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. Dordon and Polesworth have been identified as a large settlement formed by two adjoining settlements in numerous planning documents including the County Structure Plan since 1996. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. Ongoing discussions with Highways England, County Highway Authority, CCG and Health and Education service providers to address infrastructure needs and issues. Development proposals will need to address former mining activity, including ground conditions.

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DLP9	Mrs J Bolton	Object				Polesworth and Dordon Proposals		Continued from above: Flooding risk will also need to be addressed as part of any application and Policy requires this.
DLP10	K Smith	Object				Polesworth and Dordon Proposals	2. The current fence boundary be replaced with a 6 foot high brick wall prior to building works commencing with the noise and dirt that building traffic with disproportionately effect our property.	Noted. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.
DLP11	Dawn Williams Severn Trent Water	Comment					No specific comments to make	Noted. It will be monitored through the annual monitoring process.
DLP12	Paul Roberts NWBC - Housing	Comment	Page 8 (2.4)				Wondered if any of the addition for Tamworth would be included with the masterplan for Polesworth/Dordon	Housing figures for Tamworth shortfall accommodated within overall housing figures for North Warwickshire. No distinction or separation made between Tamworth's needs and North Warwickshire's needs on sites or proposals. All proposals will contribute towards meeting all the needs identified.
DLP12	Paul Roberts NWBC - Housing	Comment	Page 14 (4.2)				In regards to the following statement – Housing catering for the needs of residents will be provided in order to give choice of tenure and location and will be located to take advantage of good public transport accessibility and to help maintain and enhance the vitality and viability of settlements. There will be a struggle to provide any more rented accommodation via grant, although the Autumn Statement may change that. We have been using funds to buy off S106 sites, but this has come to an end for the moment, whilst we wait for the impact in regards to sale of high value homes for Local Authorities which has been delayed again.	A housing paper being prepared to set out issues and look at options to provide the affordable housing.
DLP12	Paul Roberts NWBC - Housing	Comment	Page 15 (5.5)				Providing affordable housing throughout the Borough. As stated above, this is currently difficult to achieve with no grant for rent, no housing needs surveys being completed and fewer S106 contributions coming through to aid affordable housing.	Concern noted. Issue of Affordable Housing funding is a National One outside remit of Local Plan. Aim is to achieve affordable housing accessible locally to address range of tenures and types. Where practical and viable this will be maximised. Ongoing work with housing strategy team helps identify needs and opportunities for Proposals to address. No change proposed.
DLP12	Paul Roberts NWBC - Housing	Comment	Page 36	LP7			Housing Development – Special Needs – it is extremely difficult to get finance for supported housing now due to the cuts in Housing Related Support funding from the County – also how are you going to monitor this if we get round the funding element.	Noted. It will be monitored through the annual monitoring process.

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DLP12	Paul Roberts NWBC - Housing	Comment	Page 39				Top line should read have been offered a job in North Warwickshire with a permanent contract – we would not consider anyone on zero hours, temporary or seasonal contracts.	Amendment needed
DLP12	Paul Roberts NWBC - Housing	Comment	Page 48 Para 10.11				Need to change date on line three to 2011.	Amendment needed
DLP12	Paul Roberts NWBC - Housing	Comment	Page 54 Para 11.4				What actions have been taken to try and attract healthier eating venues into the Borough?	Concern noted. Not a specific issue for inclusion in Local plan. Local Plan cannot differentiate between types of A3 uses, only restrict or allow their delivery/change of use in specific areas such as Town centres. See Policy LP21 and LP22. The Council promote healthy eating and well being through Community and Environment Division, Leisure and Community Development Team and promotion such as Heartbeat National award for local Caterers.
DLP12	Paul Roberts NWBC - Housing	Comment	Page 64 Para 13.12				second line -- delete save and replace with safe.	Amendment needed
DLP12	Paul Roberts NWBC - Housing	Comment	Page 78				Land to the north west of Atherstone -- delete the second number three and replace with four and then follow on.	Amendment needed
DLP12	Paul Roberts NWBC - Housing	Comment	Page 82				When we look at house types, we need to ensure that there will be a proportion of open market housing that may be needed to subsidise the affordable housing.	Noted. Policy provides significant flexibility and seeks diversity of housing tenure, type and affordability. Target of 40% affordable on greenfield and 30% on other sites sought. See Policy LP7 and LP9. Plan should be read as a whole.
DLP12	Paul Roberts NWBC - Housing	Comment	Page 84 Para 15.43				What is happening with Overwoods Road, Hockley as it is just on the boundary of North Warwickshire.	Housing on part of site in Tamworth has planning permission and is currently under construction.
DLP12	Paul Roberts NWBC - Housing	Comment	Page 86				Land to the south of Horiba MIRA Technology Park & Enterprise Zone – third line down – remove being and replace with being.	Amendment needed

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DLP13	Derek & Karen Axe	Support/ Comment	LP1 - 40				Support Policies. Hope to see progress with the Thame Valley project which includes Cole End Park and using the River Cole as a conduit on to Birmingham/Solihull Project Kingfisher.	Noted.
DLP13	Derek & Karen Axe	Support	LP39				Welcome the modest addition to housing stock. Retention of green belt must remain a priority. The A5 corridor offers the best scope to meet future development needs. Concern over additional housing allocations imposed by Tamworth, Greater Birmingham and the Black Country. Within their boundaries they have access to neglected land crying out for development and housing should be focussed here.	Noted. Where available and deliverable brownfield sites will contribute but there are insufficient to address the level of housing and employment need.
DLP13	Derek & Karen Axe	Comment	80				Final sentence is incomplete - This area also incorporates the ???	Amendment needed
DLP13	Derek & Karen Axe	Object					Trees offer screening and natural pollution filtration system but grow slowly. Unless a start on tree planting is made now to the west of the A446 such benefits will come to late for Coleshill. The health and well being of residents must be given some priority before HS2 construction commences. Can the HS2 spoil be used to build a "green wall" to the west of the A446.	Concern noted. Borough aware of HS2 issue but is a national infrastructure project is outside control of Local Authority. Borough working with County to try and mitigate and manage impact.
DLP13	Derek & Karen Axe	Support					The disused Whitacre-Hampton rail line can make a fine walk/cycle way through the Blythe Valley, it could also join with the Tame Valley Project and beyond. I responded to the Development Management consultation and never received any feedback so how will I know this response will be of any consequence.	Support noted. Proposal maintained.
DLP14	Stephanie Clenton	Support/ Comment					Support new affordable homes of all types for Coleshill but allotments on Stonebridge Road MUST be relocated to a site close by. Coleshill Church have recently got an allotment at this site and have agreed to have allotments for special needs and it will be a shame if it is all for nothing. Need a new Doctors Surgery/Health Centre as current one is overwhelmed and also takes new patients from Water Orton. Please consult the practise to make sure they can cope.	Noted. Health professionals have been consulted.
DLP15	Karen Smith	Object/ Comment				Land south of Islington Farm, Tamworth Road Wood End.	Please consider 11.1 and 11.1A Tamworth Road as an alternative access to the Wood End proposed development.	Noted. Text update can reflect alternative options are available. Current route identified as within same land ownership. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP16	Craig Tracey MP	Object		LP36			Concerned about car parking standards. P39 of the NPPF sets out the standards and NWBC should revisit and update car parking standards as residents are concerned that not enough car parking spaces are being allocated.	Noted. Current standards in 2006 Local Plan and Core Strategy appendices. Further work will be undertaken. Board report addresses some of these issues. Development Management Policy to be applied flexibly to address both full parking needs and lack of public transport services, particularly in rural areas. No further change proposed.
DLP17	Maureen Flick	Object		LP39		Land between Church Rd and Nuneaton Rd, Hartshill	Traffic lights will need to be placed at the junction into Castle Road. Land behind Charity Farm should be a park area. 4/5 bedroom houses should be built on the edge of the wooded area as more affluent people will be buying them and they are more likely to take ownership of the wooded area. No new shops on the new site - any resource should be put into existing shops. Local Neighbourhood must be integrated into the council's proposals. Consideration must be given to the same number of houses being delivered on a new smaller site and any higher proposed dwellings must not overlook existing properties. Space must be left behind the church. Green spaces and children's safety must be implemented into any proposed development and not put into jeopardy at the expense of the minimum of 400 houses being built on a smaller site area.	Noted. A Concept Master Plan, required by the Proposal will address some of the design issues raised. Overlooking/Privacy issue's, Open space/recreation provision will also be addressed at Planning Application stage as required by Plan policies. Snow Hill wood expected to be retained as part of open space/wildlife area.
DLP18	Shaun Allbrighton	Object				Hartshill/ Anasley Common proposals	Plan refers to the village of Hartshill yet the huge increase in housing, particular in the area N/S of Anasley Common will completely change the feeling of the area. Accept some development needed but 200 houses would be more acceptable. When added to the 400+ on Tarmac Land, this will require major infrastructure - roads, schools etc. The suggestion of planning in the area of Anasley Park and the reserve area would allow breathing space and reduce traffic issues.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These are the considered the most sustainable locations and areas with some infrastructure to support development needs. Board Report will address some of these issues.
DLP18	Shaun Allbrighton	Object				Hartshill/ Anasley Common proposals	Total number of houses allocated is 1000 plus an additional reserve - huge increase. Much of the site at Moorwood Lane is wooded and used as a nature area stretching from Bloor's estate through to the footpath leading to Hartshill Hayes. The area needs to retain much of the open/wooded feel and the plan does not currently allow this. The small section used as landfill does not detract from the picturesque area. By restricting the allocation would enable Hartshill to retain some of its characteristics. Would like to see small individual housing for the elderly in a quieter area but with transport links.	Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Opportunity to retain and manage Local Wildlife sites and woodland will be part of Master Plan considerations.



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DLP18	Shaun Allbrighton	Object			Alternative Sites	Ansley Park/Brett's Hall	<p>Alternative Sites - Ansley Works is too remote. Land off Oldbury Road would require work on road which is quite narrow. Would prefer to utilise Ansley Park/Brett's Hall and reserve as this would lead to a gap between Hartshill and Ansley Common, therefore retaining the village feel. School at Nursery Hill would need extending. Ansley could develop as its own village. Advantage would also be the traffic congestion would be reduced compared to the planned sites at Ansley Common.</p> <p>Development of 500+ houses in Ansley Common would cause an increase in traffic in the area of Coleshill Road. Do not consider allowing further development on to the Bloors Estate as it is already at capacity and being used as a rat run. Will Birmingham assist in the cost of additional doctors, schools, regeneration of shopping etc. schools will need to be developed/relocated away from Victoria /Church Road if a realistic plan is to be developed as traffic is currently stationary and will get worse.</p>	<p>Noted. Development will need to address infrastructure needs including schools. Further infrastructure will be delivered through financial contributions to address any issues arising, where necessary and appropriate. Currently sufficient land to deliver OAN and address additional Birmingham shortfall. No change proposed.</p>
DLP18	Shaun Allbrighton	Object					<p>Having seen this advertised in North Talk I would like to appeal for us slightly younger oldies to be taken into account in the local plan. I'd very much like a 2 bed bungalow, new build detached would be great and as near to town as possible. I have a family 3 bed detached house now and live alone. There seems to be plenty of rented bungalows and apartments for oldies needing more care but nothing to buy. It's also very troubling at my age 64 and alone to face selling in the hope that the perfect place will appear. I have several friends also in this same position.</p>	<p>Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. No change proposed.</p>
DLP19	Linda Brown	Object					<p>Always been a rural spot and should remain so. Cant see the infrastructure would be in place to support the development. How can you suggest an access form the farmers field into Brett's Hall as it isn't wide enough and children have always played there without having to worry about traffic. Will the footpaths still be in place as lot of people walk in this area. I have strong objections to building on recreation ground. I understand the coal board own this land so how can you build on it - it is supposed to be for the people of Ansley Common - where will the children play? There is a memorial to a young girl who was murdered there and we would be devastated if that was moved or dispersed of. 100 trees were planted about 8 years ago - what a waste if these had to be disposed of. Why do the allotments have to be eliminated - the pit owners allocated these allotments to go with pit houses when they were built. How can you justify doing away with these. Question about drainage - prone to flooding further down towards the main road from the allocated site.</p>	<p>Plan supports mix of housing and encourages developments for elderly housing need and opportunity for downsizing, both rental and to buy tenures.</p>
DLP20	Mrs S Pearson	Object					<p>Continued from above: How will shops, doctors etc cope - there is not enough room now at the doctors and not enough parking space for the shops - the roads will become gridlocked with new development. The number of houses is completely over the top for a village - we will become a continuation of Nuneaton and we do not want that.</p>	<p>Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. A Concept Master Plan, required by the Proposal will address some of the issues raised. Allotments and recreational areas will be retained or replaced by development, not lost. Further infrastructure will be delivered through financial contributions and local authority investment to address any issues arising, where necessary and appropriate. Plan Policy requires development of site to address flooding issues and to ensure surface water run-off and flood storage impact to be no worse than existing to avoid exacerbating flooding risk.</p>
DLP20	Mrs S Pearson	Object						<p>as above</p>

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DLP21	Roger Pointon	Object			New Site	Land opposite Pipers Lane Junction	I attended a number of drop in sessions and about 80% of residents do not want Anasley Common carving up and would prefer a new site up the road opposite Pipers Lane Junction - 21 acres could accommodate 400 houses and it has electricity, gas, water and a balancing pond. Please consider this site as it comes in the Anasley Common boundary and I own the field and would be happy for it to be considered.	Noted. Pipers Lane site does not adjoin current development boundary and lies in isolated location. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. No change proposed.
DLP22	Alan Hemson	Object					Having read in your free magazine , NORTH TALK you mention a local plan to build 6,800 dwellings in local areas Dordon, Polesworth etc. We all appreciate there is a shortage of affordable housing, but due to ever rising population, and record numbers of immigration, what will be the buyer, or rental market, you will be aiming at for all these houses because the average wage earner wont afford these? ALSO have you considered the repercussions of build, build, build the infrastructure,.. such as chronic congestion on roads, hospitals, doctors, dentists, social services and sewage services and especially schools, who cannot cope as it is. Continually building will only be very detrimental NOT just to the local areas but to all of us.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Proposals aim to address broad range of needs for housing mix and tenure, including open market, intermediate (part buy/part rent) affordable and social rent, self or custom build.
DLP23	Colin Brooks	Object		LP39 & 40			Do not support - none of your plans are needed by or have been asked for by Atherstone or its population.	Noted.
DLP23	Colin Brooks	Object					Impossible to comment without knowing the precise meaning of sustainability as used in the documents issued - please oblige me.	Noted. Term referred to in NPPF paras 6 to 16
DLP24	The Coventry Diocesan Board of Finance co/ Godfrey Payton Consultants	Object				Site in Corley	Insufficient housing allocations when considering the need to accommodate housing units cascading down from both Coventry and Birmingham. I consider that additional housing allocations should be included in the emerging plan and that this should include additional infill sites in several of the smaller rural centres including Corley. <b>SITE IN CORLEY SUBMITTED</b>	Corley currently lies within Green Belt. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release.
DLP25	Karl Langley	Object		LP39 & 40			I have no wish to see the destruction of Atherstone, the home of my ancestors by developments such as these. I've seen enough damage done already by demands on a limited infrastructure and don't wish to see further developments that are detrimental to the town or the people just to benefit the political and financial aspirations of local or national government. I would like to see the document scrapped and the parasites that are behind it burn in hell, but maybe the latter is beyond the remit of the document. Either way I'm sure you understand	Noted. Development and Plan proposed to address housing and employment land needs, demands and growth as required by Central Government Policy. Issue of "benefitting the political and financial aspirations of local or national government" does not apply to Local Plan process and is not a matter that determines Local Plan Policy or site allocations. Religious beliefs and personal, individuals, cultural outcomes and expectations for after life also irrelevant to Local Plan process, except in so far as infrastructure needs such as cemetery expansion required. Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues. No change proposed.

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP25	Karl Langley	Object					The infrastructure can't sustain the development.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues. No change proposed.
DLP26	David Mahoney	Object		LP40, LP2,LP3,L P5, LP6, LP8,LP10, LP22, LP23			I do not support the local plan, the proposed plan will lead to the building of 5,000 extra homes in the Polesworth area, this level of house building will have a significant impact on the character of the local area. The existing amenities such as schools and doctors surgery are not able to cope with the present demands, the road infrastructure is totally inadequate for the existing demand, public transport is inadequate and not able to provide a suitable alternative to the car. The local plan also puts all of the burden for future house building on the A5 corridor and takes no account of the local people in this area that have all the disruptions and inconvenience that come with such housing developments.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate. Ongoing discussions with Highways England, County Highway Authority, A5 Partnership, DOT, LEP's and Developers to address road infrastructure needs and issues.
DLP26	David Mahoney	Object		LP40, LP2,LP3,L P5, LP6, LP8,LP10, LP22, LP24			Continued from above: This has been the case for a number of years now with the development of the Birch Coppice site the construction of the M42 motorway, on top of that the local residents before long will have the disruption of High Speed 2 to contend with. It should be a given that this future housing burden is shared equally across the borough this includes looking at the south of the borough to see if some of the future house building could be accommodated in this area. House building on this scale should not be allowed within a small geographical area and should be allocated equally across the borough. The road infrastructure through Polesworth is not suitable for the level of traffic that it currently carries this is especially the case when there is any disruption on the A5 and articulated lorries use Polesworth as a diversion route.	As above
DLP26	David Mahoney	Object		LP40, LP2,LP3,L P5, LP6, LP8,LP10, LP22, LP25			Continued from above: The three canal bridges that are on this route are not suitable for this type of vehicle and it is only a matter of time before there is a serious accident on one of these bridges. The extra traffic that the proposed housing developments will only increase the likelihood that this will happen. The proposed housing to the east of Polesworth which has already accommodated an extra 144 homes is of concern this will have a significant impact on the local drainage the existing infrastructure is not adequate and is not maintained to ensure that surface water is dissipated effectively.	As above
DLP26	David Mahoney	Object		LP12	Employment Areas		This development should not be extended any further until it's impacted on the local community is fully assessed.	Noted. Plan is addressing employment land needs and shortfall through new site allocations. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP26	David Mahoney	Object		LP27			I do not support the removal of existing rail infrastructure in light of the inadequacies with the local road infrastructure we should be expanding the rail infrastructure not allowing this to be reduced.	Noted. No existing rail infrastructure proposed.
DLP26	David Mahoney	Object		LP40		Polesworth / Dordon sites and Land to West of J10	I do not support the employment allocations due to the reason given above.	Noted. Plan is addressing employment land needs and shortfall through new site allocations. See above.
DLP27	Pauline Townner	Object		LP1-40		Polesworth and Dordon Proposals	I wish to submit against the proposal to build developments of large number of houses in the beautiful countryside adjacent to the villages of Polesworth and Dordon. Also, the proposal to build another large amount of houses at Robeys Lane. Over the years this area has had enough disruption to our lives with the building of the M42, the Birch Coppice and Atherstone Industrial Estates with the associated heavy goods and continental transport vehicles. HS2 is now a possibility and the work around Dordon, Birchmoor and Polesworth with the major works to make the crossing of HS2 and the M42 with the fear of road and motorway diversions onto our local roads is terrifying. It is my opinion that the area cannot sustain housing and infrastructure developments of this size. Small developments are already being built or proposed. Our Doctors, hospitals, schools, roads are already stretched to the limit.	Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These are the considered the most sustainable locations and areas with some infrastructure to support development needs. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate.
DLP27	Pauline Townner	Object		LP1-40		Polesworth and Dordon Proposals	Continued from above: We do not have proper provision for elderly people either socially, mentally or proper dedicated housing accommodation. Our roads are at capacity from the extra commercial warehousing and industry at Birch Coppice and Atherstone on the doorstep. This development will not only affect the local people of Polesworth and Dordon but the satellite villages who already have to use the same overstretched doctors and facilities with no alternatives. University Hospital Coventry parking is always full and we have no other means to get there other than by car. George Elliott has a similar problem. Life is already difficult enough with village buses awkward and badly routed do not cater for real people who need them. Why should this area take the brunt of Birmingham and Coventry's West Midlands requirements.	Continued from above: Where available and deliverable brownfield sites will contribute but there are insufficient to address the level of housing and employment need. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Borough aware of HS2 issue but it is a national infrastructure project is outside control of Local Authority. Borough working with County to try and mitigate and manage impact.
DLP27	Pauline Townner	Object		LP1-40		Polesworth and Dordon Proposals	Continued from above: West Midlands has enough "Brownfield" sites to accommodate any amount of homes. BROWN FIELDS BEFORE GREEN FIELD LANDSCAPE.	as above

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP27	Pauline Towner	Object		LP39			This area of North Warwickshire does not need or want development of the size indicated.	Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. All areas are affected by housing need and growth. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's).
DLP27	Pauline Towner	Object		LP40		Birch Coppice	Already over developed.	Noted. Plan is addressing employment land needs and shortfall through new site allocations. Only limited expansion at Birch Coppice proposed.
DLP28	John Murray	Support				Water Orton proposals.	Re: Area of land shown as allotments to the rear of vicarage lane and adjoining school playing area. Land was shown on HS2 plans as safeguarded area and was to be planted with some screening. At a meeting with HS2 engineers we were told the area has to be kept in reserve as an additional play area for the school. Concerned as the allotments had been included in your earlier plans for housing as part of the school redevelopment. The land has never been part of the school and we were relieved when Cllr Reilly raised this and it was agreed to be removed. Current proposal see it left as allotments but we are dismayed that it is not shown as to be planted with screening as this is important to conceal HS2.	Support noted. Borough aware of HS2 issue but it is a national infrastructure project is outside control of Local Authority. Borough working with County to try and mitigate and manage impact.
DLP29	Karin Cartwright Anslay Common Allotment Association	Object				Anslay Common proposals	It would appear that this Site could be swallowed up by the new large housing development planned for the area and would be lost, to the detriment of the local residents, plot holders, wildlife and the environment generally as all our plot holders operate an environmentally friendly method of gardening. The proposal for 230 houses to the South of Coleshill Road not only includes our Site but also Brett's Hall Allotments and a Sports Ground, all of which are an integral part of the community. We feel that the allotments should be retained, as part of the healthy lifestyle supported strongly by North Warwickshire Borough Council who were instrumental in setting up the North Warwickshire Allotment Federation in 2007 to promote allotmenting. Also, if this housing does go ahead as planned, there may well be a need for even more allotments as there are likely to be householders within this new development who wish to follow the allotmenting ethos.	Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate. A Concept Master Plan, required by the Proposal will address some of the issues raised. Allotments and recreational areas will be retained or replaced by development, not lost.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP29	Karin Cartwright Anasley Common Allotment Association	Object				Anasley Common proposals	Continued from above: In addition, to the effect to our Site, we feel that there has been insufficient consideration given to the existing infrastructure within Anasley Common to support this development, i.e. roads, doctors' surgeries, shops, schools, etc. In the 20 years I have lived in Anasley Common, there has been a marked increase in traffic volumes on Coleshill Road, not just at rush hour and school run periods, but also there are large numbers of HGV vehicles now using the B4114 (Coleshill Road). All this puts higher volumes of heavy and domestic traffic onto already congested roads and these developments can only make matters worse. I understand that some housing is needed to accommodate our increasing population, but it is the quantity proposed in this part of Warwickshire that is our main concern and the quality of lifestyle for both existing and future residents in Anasley Common.	as above
DLP30	Claire Bellamy	Comment				Baddesley Ensor proposals	Regarding the Employment Allocation, I was unable to find any reference to LP40 so cannot comment.	Support for additional housing noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report will address some of these issues.
DLP31	A Sweet	Object					With increased building around the villages the traffic through Shuttington is already increasing and the roads are not safe. There is a blind summit by the pub, parked cars along Main Road, a blind corner by a T-junction of New Road. Further building will add to this chaos and will not be in keeping with the village ethos. Keep our village as a small happy community.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP31	A Sweet	Object					Concerned about car parking standards. P39 of the NPPF sets out the standards and NWBC should revisit and update car parking standards as residents are concerned that not enough car parking spaces are being allocated.	Further work is being undertaken and advice being sought from those carrying out the car parking work for Civic Enforcement.
DLP32	Grendon PC	Object					Concerned about what happens in Grendon and Baddesley. Endorse the housing allocation in Grendon/Baddesley - however this allocation is as the last Core Plan and now we have 86 additional homes in Spon Lane mainly because the Core Plan was not in place at the time. We urge NWBC that the currently designated areas of brownfield (Sparrowdale School and Suckle Hill) must be used as residential before more farmland is given building permission.	Noted but unfortunately the number of houses required across the Borough will require greenfield sites to come forward.
DLP33	Mrs Y Line	Object					I have been to the meetings provided, and have taken my time to ponder all the implications involved with the current proposal. I will add that I acknowledge a need for housing but not quite on the scale the proposals are outlining. I feel any proposals should take time to understand the local area, and not be in knee jerk reaction to government targets, especially since we would be providing as I understand it 'overflow' housing for Birmingham, and there are other councils that can take their fair share. Also if this is to help the off load for Birmingham, what about the locals already wanting houses, it will price them out.	OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Board Report will address some of these issues.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP33	Mrs Y Line	Object			Drainage	Ansley Common proposals	Already at the bottom of Ansley Common (Coleshill Road up to Plough Hill Junction) we have problems with localised flooding, the drains along Ansley Common road flood quite quickly, and the manholes that I share with my neighbour property but under the jurisdiction of the Council have in the last year been unblocked twice. These are old drains, I feel that before any building takes place that the drainage issue should be addressed for the whole area in consideration, not parts and definitely not after any building, because money invariably runs out, and who would foot the cost if the builders have no money left. More tarmac and concrete adds to the flooding problems, and already the fields around us help soak away some of the flooding but that's still not adequate.	Plan Policy requires development of site to address flooding issues and to ensure surface water run-off and flood storage impact to be no worse than existing to avoid exacerbating flooding risk. The IDP for the Plan provides detail on infrastructure needs and delivery. Further work on the IDP is in progress and will be addressed in the Board Report.
DLP33	Mrs Y Line	Object			Infrastructure	Ansley Common proposals	Before any building work takes place, there needs to be a good provision of doctors surgeries. I have heard rumours of a super surgery being built on the old school grounds of School Hill, fantastic if it comes off and can serve the needs of the locals. But it has to be in place BEFORE building of new homes takes place. My local surgery at Chancery Lane has 5,500 patients under the care of 2 GPs, already we struggle to get an appointment on the day you need one. More homes adds to the pressure put on the existing surgeries. The local schools cannot cope with the amount of new families, Nursery Hill could possibly be extended, but they already have trouble parking, in what is an already which is a very dangerous situation, Nathaniel Newton, has horrendous parking long Victoria Road, Michael Drayton School doesn't fair much better as does Galley Common infant school.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. All development cannot be prevented before infrastructure is delivered. Initial Development completion/construction may be enabling delivery of infrastructure through on-site provision or financial contribution. Phased development delivery will enable the infrastructure delivery to address both current and future development infrastructure needs and impacts. No change proposed.
DLP33	Mrs Y Line	Object			Infrastructure	Ansley Common proposals	Continued from above: All have very dangerous roads to the schools, more traffic will compound the problem, they are all waiting an accident to happen. If the dangers can be addressed, and it wouldn't solve walking the children to school, as most parent need to go straight to work and haven't the convenience of staying at home as in the good old days The traffic can get very busy along the main road of Ansley Common and Coleshill Road, just adding more traffic, compounds an already gridlocked Nuneaton. There is no direct access to the fields behind where I live (embankment side) creating access again will clog up and make a busy road even busier, adding to the pollution.	As above
DLP33	Mrs Y Line				Local Area		The area I live in is known as being semi rural, this is a village location, and we have an unique community because of it, because the main bulk of the houses are just either side of Ansley Common, we can interact with our neighbours, by walking to school, visiting the allotments and going to the local village shop. The amount of houses being proposed will turn the area into an estate, rather than a village which will destroy the community that we are, it will change completely. A few houses dotted here and there, to help with housing, can be incorporated but a whole estate will sadly destroy the community we have.	Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. Infrastructure is a key issue that is being addressed through the IDP. Board Report will address some of these issues.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP33	Mrs Y Line				Wildlife		The area behind my house facing Moor Woods, all the way behind us are hedgerows which encourages wildlife, a small thing to those in the habit of making money and profit, when I asked about the birds nesting in Moor Wood, I was told they can move on to Hartshill Wood, my goodness I was surprised and shocked. Now whether this was a tongue in cheek comment, or not, it was disturbing non the less. The area behind the allotments have their own wildlife, we should be protecting their environment, because they may not be 'protected species' each play their role in the circle of life. More houses lead to more pollution, again though a whole estate is adding to that, cutting down trees and hedges are taking away our lungs of the area.	Noted. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.
DLP33	Mrs Y Line				Wildlife		Continued from above: On the proposed plans, it looks as if it will take away the old disused train track route, (no tracks just a footpath) which has become a vital walking path, for those who like to walk the dogs, feel closer to nature, I've seen cyclists use the route, and it's even mentioned in North Warwickshire walking leaflets. Again wildlife abounds along this embankment.	As above
DLP33	Mrs Y Line				Conclusion	Ansley Common proposals	To conclude, I'm not against housing, it's needed, but I feel everything infrastructure wise needs to be in place, we are one of the 'poorer' communities in North Warwickshire, and we seem to be at the bottom of the list to get the needed infrastructure. It would be nice if housing were spread equally around, especially the more expensive areas, it would be fair to everyone, and that the surrounding councils such as Solihull take their fair share for the Birmingham offload. Please, please, think very carefully when reviewing these proposals, please don't destroy our village by making it into an estate, and destroying the local wildlife and woods along the way. Please find some compromise in keeping with the area and keep the essence of our village that is Ansley Common.	Issues noted.
DLP34	Colin Wilkinson RSPB					Ansley Common proposals	Change requested: No land at Ansley Common identified by Warwickshire Local Wildlife Sites Panel as a potential LWS should be allocated for housing development, unless and until the Warwickshire Local Wildlife Sites Panel (or Council) staff have been able to carry out full ecological surveys of that potential interest. If those surveys demonstrate any parts of the site meet criteria for LWS designation, those areas should not be allocated for development. They should be classified as full Local Wildlife Sites, be shown as such on the Proposals Map, and thereby fall under the protection of the draft Local Plan policies.	Noted. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.



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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP35	James Fox HS2 Ltd			LP27			Thank you for consulting HS2 Ltd on the above matter we have the following comments and observations to make. It is noted that Policy LP27 'Railway Lines' deals with the issue of High Speed Rail and that the line of the proposed HS2 Phase One safeguarded route through the Borough is shown on the Proposals Map. The policy and paragraph 12.15 also refer to the Phase Two line of route and how the formal announcement of the route was expected in November 2016. As you will be aware on 15th November 2016 the government formally announced the preferred route for Phase 2b. The announcement supersedes all of the maps previously produced in 2013. As you will also be aware The Secretary of State for Transport simultaneously issued Safeguarding Directions for the Phase 2b route.	Issues noted. HS2 safeguarding areas and appropriate Reasoned Justification Text noting the requirements of the Safeguarding Directions will be included in Plan and Proposals Map.
DLP35	James Fox HS2 Ltd			LP27			In line with the guidance for LPAs on Local Plans in preparing any Development Plan Document, the area safeguarded by the Safeguarding Directions should be taken into account and where a Safeguarded Direction is taken into account in a Local Plan, it should be represented on the Policies Map (in accordance with Regulation 9 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)). Adding information about the extent of the safeguarded area on the Policies Map is helpful for those considering development in the area. However, it is important to note that the requirements of the Safeguarding Directions apply, in the circumstances described above, regardless of whether the safeguarded area is identified on the Policies Map. Local Plans should state that the Safeguarding Directions have	As above
DLP35	James Fox HS2 Ltd			LP28			Continued from above: been made by the Secretary of State for Transport. They are not proposals of the LPA and the route in question will not be determined through the development plan process. The route will be considered in Parliament under hybrid Bill procedures, which will provide appropriate opportunities for petitions to be made to Parliament by those directly affected by the scheme.	As above
DLP36	Roger Cartwright			LP39		Health, schools, general infrastructure	Roads are totally inadequate to meet the needs of current housing levels, let alone increased traffic generated by new development. Cars park half on/half off roads which were never designed to take the density of traffic so traffic jams are experienced most of the day. Noticeable increase in HGV's going to Ridge Lane which adds to the traffic congestion.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. Plan Policy requires development of site to address flooding issues and to ensure surface water run-off and flood storage impact to be no worse than existing to avoid exacerbating flooding risk. No change proposed.
DLP36	Roger Cartwright					Highways		Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP36	Roger Cartwright					Allotments	Allotments have been incorporated into the plan to deliver 230 houses. To put an access through St Johns Close would be a non-starter as existing traffic can't cope. The housing proposals are a contradiction of the North Warwickshire Allotment Federation.	Concerns Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Allotments and recreational areas will be retained or replaced by development, not lost. Further infrastructure will be delivered through financial contributions and local authority investment to address any issues arising, where necessary and appropriate.
DLP36	Roger Cartwright			LP40			Not available for comment on the night of display in the school - 5/12/2016	Noted.
DLP37	No name given	Object		LP1-40		Water Orton proposals	Constant destruction of local communities making way for immigrants to have local housing. This policy is not supporting local British people. Water Orton is already been destroyed by HS2 and should be exempt from any development due to the intrusive nature of HS2. Councils will not listen to locals views that's why people don't fill these forms in. Central government is a dictatorship.	Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. All areas are affected by housing need and growth. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). The local housing requirement is still a priority to address. No change proposed.
DLP38	Bev Woollaston Nether Whitacre PC	Object					Nether Whitacre Parish Council (NWPC) has serious concerns that the rural character of the Borough will be significantly affected if the Borough has to accommodate the proposed number of houses outlined in the Draft Local Plan. It is also our view that significant improvements to infrastructure could also impinge on the appearance of the Borough.	Noted. Housing need established through OAHN and Strategic Housing Market Area study for Coventry and Warwickshire. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues. No change proposed.
DLP38	Bev Woollaston Nether Whitacre PC	Support		LP2			Category 4 Other Settlements with a development Boundary - We are pleased that Whitacre Heath is included in Category 4 Category 5 - Outside of the above settlements - We support parts A and B	Support Noted
DLP38	Bev Woollaston Nether Whitacre PC	Support		LP3			NWPC supports the Community Right To Build option contained within part 4 of the policy and that such houses would be locally affordable and in perpetuity. We support part 5b and c. We strongly believe that the 30% figure should be adhered to.	Support Noted
DLP38	Bev Woollaston Nether Whitacre PC	Object		LP6			The provision of infrastructure is important but should not result in the loss of the rural character of the Borough.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Other Plan policies address rural character and control over development. Current National Green Belt constraints development across Borough, hence focus on the area outside . Board Report addresses some of these issues. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP38	Bev Woollaston Nether Whitacre PC	Object		LP7			We agree that there should be a more efficient use of land but strongly believe that this must not compromise the quality of the environment. The floorspace of housing schemes should not be increased if the number of dwellings is lowered through negotiation.	Noted. Development Management policies address design issues at planning application stage.
DLP38	Bev Woollaston Nether Whitacre PC	Object		LP9			In our view it is essential that applications for housing development should be supported by a viability appraisal but the appraisal should be verified independently.	Where there is disagreement between the amount of provision and the amount being proposed a viability assessment is requested and the District Valuer is asked to provide independent advice,
DLP38	Bev Woollaston Nether Whitacre PC	Support		LP18			Fully support this policy.	Support Noted
DLP38	Bev Woollaston Nether Whitacre PC	Object		LP19			We would like to add the SSSI in Birmingham Road to the list and to have the Colin Teall Wood designated also.	Amendment request noted
DLP38	Bev Woollaston Nether Whitacre PC	Object		LP20			This policy should be called Open Spaces and Green Spaces to reflect the fact that not all spaces designated are green.	Amendment request noted
DLP38	Bev Woollaston Nether Whitacre PC	Support		LP32			NWPC supports this policy.	Support Noted
DLP38	Bev Woollaston Nether Whitacre PC	Support		LP35			We support the requirement for SUDS schemes to be incorporated into development. They should be fully enhanced to attract wildlife.	Support Noted
DLP38	Bev Woollaston Nether Whitacre PC	Object		LP36			Appendix X is not included in the Draft Local Plan. We are strongly of the view that the required provision of 2 car spaces per dwelling is totally inadequate for 3-5 bed dwellings. The car parking standards must be revised.	Further work on car parking standards is being investigated.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP38	Bev Woollaston Nether Whitacre PC	Object		LP40			We oppose both policies. We strongly disagree that Power Station B site should be allocated for employment land. It is Green Belt land and although the quality of the land is not attractive its designation helps to check the unrestricted sprawl of Hams Hall. We are also of the view that to use the site for employment would exacerbate the existing traffic problems in the area and resulting in that traffic deflecting away from the area and through our parish.	Power Station B now has planning permission for employment use.
DLP38	Nether Whitacre PC	Object					Nether Whitacre Parish Council (NWPC) has serious concerns that the rural character of the Borough will be significantly affected if the Borough has to accommodate the proposed number of houses outlined in the Draft Local Plan. It is also our view that significant improvements to infrastructure could also impinge on the appearance of the Borough.	Noted. Housing need established through OAHN and Strategic Housing Market Area study for Coventry and Warwickshire. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues. No change proposed.
DLP38	Nether Whitacre PC	Support		LP2			Category 4 Other Settlements with a development Boundary - We are pleased that Whitacre Heath is included in Category 4 Category 5 - Outside of the above settlements - We support parts A and B	Support noted.
DLP38	Nether Whitacre PC	Support		LP3			NWPC supports the Community Right To Build option contained within part 4 of the policy and that such houses would be locally affordable and in perpetuity. We support part 5b and c. We strongly believe that the 30% figure should be adhered to.	Support noted.
DLP38	Nether Whitacre PC	Comment		LP6			The provision of infrastructure is important but should not result in the loss of the rural character of the Borough.	Noted
DLP38	Nether Whitacre PC	Comment		LP7			We agree that there should be a more efficient use of land but strongly believe that this must not compromise the quality of the environment. The floorspace of housing schemes should not be increased if the number of dwellings is lowered through negotiation.	Noted. Development Management policies address design issues at planning application stage.
DLP38	Nether Whitacre PC			LP9			In our view it is essential that applications for housing development should be supported by a viability appraisal but the appraisal should be verified independently.	Noted. Policy provides flexibility to address viability on a site by site basis subject to appropriate appraisal. Assessment only necessary if development proposal/application seeks to provide less than Policy requirement/target.
DLP38	Nether Whitacre PC			LP18			Fully support this policy.	Support Noted.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP38	Nether Whitacre PC			LP19			We would like to add the SSSI in Birmingham Road to the list and to have the Collin Teall Wood designated also.	Noted. LNR's are publicly owned and managed sites only. All district and county councils have powers to acquire, declare and manage LNRs. Parish and town councils can also declare LNRs but they must have the powers to do so delegated to them by the principal local authority. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment. Some are also nationally important Sites of Special Scientific Interest. LNRs must be controlled by the local authority through ownership, lease or agreement with the owner. The main aim must be to care for the natural features which make the site special. Private sites can be classed as Nature Reserves if ownership/control transferred. No change proposed.
DLP38	Nether Whitacre PC			LP20			This policy should be called Open Spaces and Green Spaces to reflect the fact that not all spaces designated are green.	Noted. Simply a general catch all term, not necessarily specifying wholly and solely "green" spaces. Nevertheless, most sites shown on Maps are green in terms of tree'd areas, gardens, grassed areas or verges etc. No change proposed.
DLP38	Nether Whitacre PC			LP32			NWPC supports this policy.	Support Noted.
DLP38	Nether Whitacre PC			LP35			We support the requirement for SUDS schemes to be incorporated into development. They should be fully enhanced to attract wildlife.	Support Noted.
DLP38	Nether Whitacre PC			LP36			Appendix X is not included in the Draft Local Plan. We are strongly of the view that the required provision of 2 car spaces per dwelling is totally inadequate for 3-5 bed dwellings. The car parking standards must be revised.	Noted. Further work underway. Current standards applied as a minimum, but Policy is applied flexibly to reflect lack of public transport services and greater car ownership impact to avoid on-street parking issues.
DLP38	Nether Whitacre PC			LP40			We oppose both policies. We strongly disagree that Power Station B site should be allocated for employment land. It is Green Belt land and although the quality of the land is not attractive its designation helps to check the unrestricted sprawl of Hams Hall. We are also of the view that to use the site for employment would exacerbate the existing traffic problems in the area and resulting in that traffic deflecting away from the area and through our parish.	Noted. Power station B site has received planning consent and confirmation of release from Green Belt by SoS. Proposal will be deleted from plan to reflect current situation.

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP39	Lee Brierley	Object				Grendon, Polesworth and Dordon proposals.	Opposed to the sheer scale of development that is being proposed. I cannot see how in the excess of 6000 new homes is proportionate in relationship to the requirements of the Villages. It will also dispense with the Village life that we are a custom, which will result in them becoming Towns. I believe this proposal to be a commercial decision as opposed to a genuine decision in the interest of the local community and therefore cannot see any sense in it!	Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These are the considered the most sustainable locations and areas with some infrastructure to support development needs. Dordon and Polesworth have been identified as a large settlement formed by two adjoining settlements in numerous planning documents including the County Structure Plan since 1996. Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. All areas are affected by housing need and growth.
DLP39	Lee Brierley	Object				Grendon, Polesworth and Dordon proposals.		Continued from above: Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's).
DLP39	Lee Brierley	Object			Infrastructure		The local infrastructure cannot cope. Traffic is already backing up weekdays outside our home in both directions on Watling Street. The private access slip road outside is 30mph. However vehicles including commercial vehicles are now travelling at speed and are now using it as a Rat Run to try and jump ahead of the traffic queues. I fear for my children's and my elderly neighbours safety! Not only is the road network failing, The Doctors, Dentists and Schools are struggling to cope. I agree with my MP Craig Tracey's view that now we have triggered Article 50 to leave Europe we should wait and see how Brexit affects the housing needs before making any further decisions in respect of provision. I respectfully ask you to seriously re think these proposals with your conscious and look at them through the eyes of the community as opposed to Commercial Opportunity for those who prosper in the eyes	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. No change proposed.
DLP39	Lee Brierley	Object			Infrastructure		Continued from above: of Commercial Gain. The proceeds often get re distributed or invested elsewhere and not within the local community. Therefore the community loses on all fronts. I know I am only one voice but one I feel should be heard.	As above
DLP39	Lee Brierley	Object					On another note the Area's proposed for the building of the new dwellings are rich in wildlife. I have personally witnessed many species of Bird including Green and Spotted Woodpeckers, Owls, Thrush, and all members of the Tit family. There are also Crested Newts frequenting areas of wetland. To remove their habitat for mine and future generations to enjoy their splendour is a crime in itself.	

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REF	NAME/ORGANISATION	Support /Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP40	Peter Elliman	Object	LP1-40			Water Orton School Site	I do not see how it can be appropriate to develop housing on a site that due to its proximity to HS2 is seemingly not deemed suitable to be used as a school. School usage only occurs for a limited number of hours a week whereas residential usage will be continuous 7 days a week so housing (and in particular the children in families living in the housing) built on this site will be impacted more by HS2 than school usage would be. In the event this view is disregarded, then any housing development on the site should be confined to the current building footprint as shown by green dotted line on the draft plan and should not include the open playing field areas which should be retained as open space. The current site has a road frontage adjoining 57 Attleboro Lane and this road frontage should not be used as a vehicular access to any development on the school site as the number of vehicles using any new road will	Noted. Existing housing already exists in close proximity to HS2 route. New development will need to take HS2 into account. New occupiers/purchasers will be aware of presence of HS2. Impact of new housing will be significantly less than HS2. School will have generated significant traffic movements comparable to housing development. No change proposed.
DLP40	Peter Elliman	Object	LP1-40			Water Orton School Site	Continued from above: radically alter the nature of Attleboro Lane from the quiet cul de sac it is now to a much busier roadway. Attleboro Lane will be hugely impacted by HS2 and whilst that is outside the control of the Council, the Council has the ability not to add further misery and disruption to local residents by not allocating the school site as a residential development site.	as above
DLP41	Mancetter PC	Comment /Support					Mancetter Parish Council (MPC) welcomes the progress that is being made on the new Local Plan (LP) by North Warwickshire Borough Council (NWBC). The relationship between the LP and the emerging Mancetter Neighbourhood Plan (MNP), is very important and it is requested that NWBC considers the comments set out below not only in relation to the LP. The overall approach to new development in the Atherstone with Mancetter sub area is supported, especially the recognition that the capacity for new development of any sort in the Parish of Mancetter is limited. In addition, the strategic emphases on sustainability, quality of life and the quality of new development etc., as reflected in the Strategic Objectives and overall policies, which reflect and complement the MNP, is supported. However, there are two elements of the LP where the PC has concerns and request that early consideration is given to amendments such that the relationship with the MPN is more explicitly recognised.	Noted relationship between Local Plan and emerging neighbourhood plan. Issues noted.
DLP41	Mancetter PC	Comment /Support			Settlement Hierarchy		The first concern relates to Ridge Lane. NWBC has supported the definition of a settlement boundary for Ridge Lane in the emerging MNP and the identification of a potential housing site for up to 15 dwellings. It is requested, therefore that Ridge Lane is redefined as a Category 4 Settlement and that is included as such in Local Plan Policy LP2, in Policy LP 39 (Housing Allocations) with an allocation of 15 dwellings and that the site is detailed in Section 15 (Category 4 Settlements), with a specific SAP Site Proposal (RL1). As stated in the MNP, Ridge lane is considered to be sustainable location for appropriate small scale development. Although there is no desire or justification to extend the built-up area into open countryside, it is considered that the definition of a settlement boundary would recognise the built form of the village and help to direct development opportunities within the existing built up area.	Noted relationship between Local Plan and emerging neighbourhood plan. Issues noted. Ridge Lane to be considered for inclusion as Category 4 Settlement.

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP41	Mancetter PC	Comment / Support			Settlement Hierarchy		Continued from above: The provision of small scale market housing, with a focus on smaller units (including bungalows) suitable for young families or older people, could add further to local housing choice. This approach reflects, the existing Core Strategy (Policy NW1) by enabling a small-scale housing development to help regenerate and support the rural economy and it complements the approach in the emerging Local Plan where it is stated (para 2.20) that the needs of villages and hamlets should be catered for "...in a sensitive and innovative way".  The second concern is over the treatment of land to the south east of Mancetter, where there is currently pressure for an unsuitable and inappropriately sited chicken rearing unit. It is acknowledged and welcome, that the current dwelling requirement can be met without the allocation of sites around Mancetter village, most of which are unsuitable because of heritage and landscape constraints. However, as outlined in Community proposal SB CP1, it is recognised that the only location with the potential for longer term development, possible beyond the period for the emerging Local Plan (2031) is the land that is subject to the current planning application/appeal for the large-scale chicken rearing unit. MPC requests, therefore, that the emerging local Plan refers to the need to protect this area from inappropriate development that could prejudice a future long term consideration for new housing. However, for the	As above
DLP41	Mancetter PC							Noted relationship between Local Plan and emerging neighbourhood plan. Issues noted. Sufficient land currently allocated to address housing and employment needs. No change proposed.
DLP41	Mancetter PC						Continued from above: avoidance of doubt and as stated in the MINP, this proposal is not intended to promote new housing in this location unless it is demonstrably proven by NWBC that no other viable alternatives exist (Please see SB1 and Paras 2.9 and 2.10 of the MINP)	As above
DLP42	John Fox						I would like to comment on planning policy in the locality. It seems you are determined to surround the village of Baddesley Ensor with numerous ugly industrial sites it is almost impossible to enter or leave the village without passing some sort of industrial development. The smell from the site at the top of Merevale Lane is some times overpowering. The Jaguar Land Rover site is proving to be a problem as was indicated at it's inception with large car carriers coming up from the A5 and slowing down traffic flow. The Birch Coppice Industrial Estate is growing at an enormous rate thereby causing nuisance and a very unpleasant environment not only to the people who live near it - who incidentally have had massive industrial units built extremely close to their homes which interferes massively spoiling their lives, and hems	Concerns noted. Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. Employment land needs assessed through Employment Land Review/Housing and Economic Development Needs Assessment. All areas are affected by housing and employment need and growth. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall in housing or employment land they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). Site at Baddesley had benefit of extant planning consent, difficult to therefore oppose. Plan's Development Management Policies aim to address and mitigate impacts of development where possible, necessary and appropriate.



# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP42	John Fox					Continued from above: them into an industrial nightmare when before they had relatively open views. Also the vista from Hilltop Baddesley and surrounding areas has been badly blighted by the over building of this industrial estate not to mention the noise and light pollution coming from it. You have managed to turn what was a relatively pleasant area into an eyesore and a future industrial slum with an abundance of juggernaut lorries causing disruption on the A5. And furthermore you are not finished yet with the building of another estate next door causing more traffic problems due to the entrance traffic lights only being metres from the main entrance lights and more unsightly units – a very knowledgeable decision or what? I think not.	as above	
DLP42	John Fox					All this to employ a very few people, as it has been proved that for all the disruption no one gains just loses, as the environment is affected traffic is affected the general health and well being of the area decreases with industrial use. It would appear that to gain a qualification in planning these days one has to be unimaginative and completely ignorant of the quality of life of local citizens and the surrounding area. From what I can discern you still have not finished blighting the area with unwanted developments and are to continue chucking up eyesores willy nilly on green field sites without a care for the wishes of the local inhabitants. The Birch Coppice development was a grossly bad decision which has caused the locality to become an industrial slum because you pandered to the wishes of	Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. Employment land needs assessed through Employment Land Review/Housing and Economic Development Needs Assessment. All areas are affected by housing and employment need and growth. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall in housing or employment land they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). Borough cannot simply ignore National Planning Policy Guidance as sites can come forward through the Planning Appeal process, through requirement to have an ongoing 5 year supply of housing	
DLP42	John Fox					Continued from above: ignorant developers. It would be in my opinion a good thing to have the Planning Department Personnel all fired and a more caring and knowledgeable team taken on it's place.	Continued from above: sites/consents, irrespective of local sensitivities, of which the Planning Department are more than aware.	
DLP43	Michael Charles Featherstone-Dike Maxstoke Estate	Object		LP27		Object to the safeguarding of the Hampton to Whitacre Line. My client owns a substantial landholding on both sides of the proposed safe guarded area. Safeguarding would severely detriment the operations on the estate. The track was removed in 1951 and the route has been incorporated into the natural landscape. The width of the track would not be of sufficient capacity for modern rail requirements and the work needed to bring it up to standard would be significant and affect large amounts of residential property as to be unviable - therefore my client wishes to object in the strongest possible terms.	Concerns noted. Proposal is simply to safeguard current former route to enable opportunity for re-use in future if required. Common planning practice nationally on former rail routes. Potential of significant growth to the south (outside of Borough) supports future proofing potential for economic growth opportunities, or infrastructure opportunities. No change proposed.	

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP44	Stuart Day	Object		LP1-40	General Infrastructure		I feel that the local plan in its current form will only benefit housing developers. In no way does the local plan reassure residents like me that we will still have the access to services that we currently have. Figures are vague and I worry that once you begin building on green fields it simply won't stop. There is not adequate provision for highways (bridge over railway by Aldi warehouse for example), health care (doctors surgeries), schools, police and other emergency services. The number of dwellings that the Borough are happily promoting will change the face of Atherstone forever. No longer a small market town fit for purpose and meeting local need but a large town struggling to meet the needs of a rapidly increasing population. My overall concern is that the local plan focuses too much on the need for housing and not the infrastructure required to support and sustain such a drastic rise in population. It is	Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These are the considered the most sustainable locations and areas with some infrastructure to support development needs. The IDP addresses infrastructure needs and delivery priorities and approaches. Development will have to address infrastructure impacts through appropriate, necessary on-site delivery or financial contributions through S106 obligations. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate. Board Report will address some of these issues. No change proposed.
DLP44	Stuart Day	Object		LP1-40	General Infrastructure		Continued from above: like the housing companies have written the plan with no foresight in to the impact the dwellings will have, apart from lining their own pockets of course. Atherstone is a town built on heritage, close knit communities and a pride in our proximity to the green fields of North Warwickshire. Soon Atherstone will be another over populated, under resourced housing developers dream. The owners of these housing companies will be literally licking their lips at the prospect of building in the green fields of Atherstone. They know that once a council gives in the land will continue to be made available. The local plan, gives me no confidence that anyone in the Borough council is putting current, tax paying residents views first. Don't sell out so cheaply. Surely a local plan would be better outlining how the Borough plan to tackle the issues already facing residents let alone inviting over 9000	As above
DLP44	Stuart Day	Object		LP1-40	General Infrastructure		Continued from above: additional people in the area? Keeping the fields green, ensuring local infrastructure is in place for current residents and reconsidering the expansion in population would be a much better local plan than the one currently in place that will only fund a housing developers CEO's second holiday home, that will ironically be somewhere nice and rural with a steady population and a great infrastructure. Just a thought.	As above
DLP44	Stuart Day	Object		LP39	Housing		Concerns about the huge development either side of Holly lane and the football club development. Agree with developing the brownfield sites that have been an eye sore for some time. Why such large numbers? Why green fields? Why Atherstone? Merevale estate has lots of land that's not on a flood plain!	Atherstone with Mancetter is a market town in the settlement hierarchy. So naturally more development should be targeted to this area as it has a wide range of services and facilities. Brownfields sites development is key but cannot take all of the housing that is required.
DLP44	Stuart Day	Object		LP40	Employment		Don't need to live in Atherstone to work in Atherstone. There should be no link made between housing numbers and development of employment opportunities. Jobs in the area are good but please redevelop brownfield sites.	The link between housing provision and employment land is made through the NPPF. There is insufficient brownfield sites to deliver the amount of housing required.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP45	Admanda Casey	Object		LP1-40			I cannot say whether or not I support it as many of the issues are not clear to me. These are very complex issues and the amount of information is very large with significant implications for the area.	Noted. We will endeavour to try and explain the documents in more detail for the next version of the Plan.
DLP45	Admanda Casey	Object			Core Strategy		The Core Strategy, adopted in 2014, identified that Old & New Arley (Category 3B), would require 90 new homes (page 26: 7.16). A number of houses have been built in the villages in the past few years so what is the current shortfall from this number i.e. how many new homes still need to be delivered to meet this number?	No more housing is being advocated through the current Draft Local Plan. There has been 837 dwellings built since 2014 and 1973 amount have planning permission. (31/03/17)
DLP46	Stephen Cole	Object			Infrastructure		I'm sorry but I don't agree with the number of houses to be built, yes houses are needed but the numbers being talked of is ridiculous. Atherstone has a one street town centre and can not cope with a population increase of over 25%. I work shifts when I'm off I struggle to park as it is, even the council has commandeered parking spaces during the week in a 'public' car park. We now have no police station, ambulance station at Dordon closed, have to wait weeks for a doctors appointment, there is talk of closing the A&E in Nuneaton, just how are we expected to cope! A new school was built and now we are told it's too small(wheres the planning!);I work in Tamworth and have the pleasure of traveling the A5 at six o clock in a evening the roads are chock a block as it is. We also have the issue of the bridge leading to TNT and Aldi only a matter of time before someone is seriously injured	OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP46	Stephen Cole	Object			Infrastructure		Continued from above: which will be expected to take more traffic. if we have the increase in population what amenities are we going to give them? swimming pool will be too small, cinema closed years ago, council trying their best to close the football club all we have is pubs! It seems the councils are not taking the present population into account at all. I know the labour council members voted against the plans, I myself have never voted labour in my life by god if this all goes through I shall be!	As above
DLP47	Mike Pitts	Object			Infrastructure		Having consulted the proposed plan for the Grendon and Polesworth area, I am concerned that the additional traffic that will be created by the development will cause substantial additional load on roads leading towards the A5 junctions at Spon Lane and Long St, Grendon. The A5 is already at peak load in the morning and evening these additional developments will only make things considerably worse. In addition to the above in your environmental plan there should be a proposal to open Polesworth Railway station. This could reduce the traffic coming onto the A5. In the local free paper reference is made to the fact that when building the 6500 houses local services "May" be improved. We are already desperate for medical facilities in this part of the county with the nearest hospital catering for paediatric trauma is in Coventry. Please can you take the above into consideration when finalising your plans	Concerns noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Difficult to increase use and services under current privatised rail system. Fragmentation of service and infrastructure responsibilities mean ability to increase services is out of control of Local Authority. We can encourage and support but not insist, direct or require station services to be provided/improved. Board Report addresses some of these issues. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP48	M J Sherwood	Object		LP1 - 40		Ansley Common	Cannot support these allocations owing to the lack of information about the infrastructure.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP48	M J Sherwood	Object		LP39			Cannot support this proposal without major road improvement a the main road cannot take any more vehicles without a bypass. Too much pollution through the village.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP48	M J Sherwood	Object		LP40			No industry in the local area to employ new residents. Retail section in our local towns is in decline - mostly part time employment. No future for mortgage payers.	Disagree. Plan addresses employment need and growth through allocation of employment sites. Local Plan is also delivering more than local needs in terms of employment land, particularly in terms of addressing Birmingham housing shortfall employment needs, agreed through MOU. Retail in decline nationally due to impact of online shopping. No change proposed.
DLP48	M J Sherwood	Object			IDP	Hartshill/Ansley Common Proposals	No plans for the proposed infrastructure in Ansley Common, Chapel End or Hartshill. Local roads are congested with heavy lorries, vans and cars block the roads especially at school times. Air is polluted more than ever before. Huge to see the countryside vanish without careful consideration.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP49	Dennis O'Sullivan	Object				Ansley Common	Far too much development in the area already. Traffic congestion destroying quality of life, detriment to health and safety. Planned housing would destroy some of the loveliest country spots in North Warwickshire along with play areas and allotments enjoyed by many. Would be a crime to use good agricultural land and be a sad loss of woodland (Maor Wood).	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP49	Dennis O'Sullivan	Object		LP1-40			The plan makes much of the borough's unique rural character seeking to protect it from the expansion of surrounding Cities/Towns who are controlled by Councils who I feel are indifferent to the protection of England's rural landscape - yet NWBC seem quite prepared to accept government pressure to add huge numbers of new housing. I have to wonder if there is any wish on the council's part to resist this. Once greenbelt land is lost it is unlikely to be reclaimed. Population growth may stabilise and even reduce over the next few decades.	Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. Employment land needs assessed through Employment Land Review/Housing and Economic Development Needs Assessment. All areas are affected by housing and employment need and growth. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall in housing or employment land they cannot accommodate. Few sites in Green Belt affected. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt.

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP49	Dennis O'Sullivan	Object		LP39		Ansley Common	Sites to the north and south of existing dwellings in Ansley Common are attractive spots. Provide physical and spiritual benefits to local residents, most of whom can look out daily on them and access them for recreation. To smother them with houses would be awful. Sites towards the edges of towns should be preserved not just for existing residents but for future generations to enjoy without having to travel further afield. Why is the area Reserve 15.6 Hectares listed as greenfield and not greenbelt? If this affords it less protection then I strongly object.	A Concept Master Plan, required by the Proposal will address some of the issues raised. Opportunity to retain and manage Local Wildlife sites and woodland will be part of Master Plan considerations. Safeguarded land required for future potential and flexibility to address housing need/pressure.
DLP50	Lettie Moore Fisher German	Object		LP27			Looking at the Safeguarding of Rail Routes, the route of the former Whitacre Line between Hampton in Arden to Whitacre. I wish to object to the proposal of a possible recreational cycle route, as the dismantled railway is not in the ownership of the local authority and therefore the control to determine this is not within the local authority's power. The dismantled railway is in the ownership of K Edward Wingfield Digby and forms part of the Wingfield Digby Estate. Any recreational cycle route would need to be formed through an agreement, which the estate would not be under any obligation to agree to.	Concerns noted. Proposal is simply to safeguard current former route to enable opportunity for re-use in future if required. Common planning practice nationally on former rail routes. Potential of significant growth to the south (outside of Borough) supports future proofing potential for economic growth opportunities, or infrastructure opportunities. Use as recreational route (Sustrans type cycle way) would be beneficial to local rural businesses, pubs, food outlets, farm shops and leisure businesses. Permissive agreements with landowners would be necessary in such circumstance. No change proposed.
DLP51	Anthony Ross Theatres Trust	Support / Comment		LP1-40			With regards to our remit related to theatres and cultural buildings, the policies in Chapter 11 generally reflect guidance in the NPPF. While we generally support the intent of Chapter 11 and policies LP22 and LP 23, we feel they could be written in a more consistent manner, as each policy and the supporting text refer to slightly different facilities. For clarity, and so that guidelines are clear and consistent, the accompanying text and the Glossary should contain a clear explanation for the term 'community facilities'. We recommend this succinct all inclusive description which would obviate the need to provide examples: community facilities provide for the health and wellbeing, safety, social, educational, spiritual, recreational, leisure and cultural needs of the community.	Comments noted. Glossary update considered.
DLP52	David Wilson	Object		LP39		Ansley Common (Access)	Plan shows access to the allotments from St Johns Road leading to Nursery Road and then Coleshill Road - streets become very busy especially at school times and the other end of the site next to the flats and Fitness Centre is even more congested.	Noted. Access point of site yet to be confirmed/agreed.
DLP52	David Wilson	Object				Building Restriction	Allotments owned by NWBC and if they are built on then the Council has to pay the Treasury the development value but this may have eroded over time.	Concerns Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Allotments and recreational areas will be retained or replaced by development, not lost.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP52	David Wilson	Object				Allotment Land	The Council has an obligation to provide allotments and if a new site was found there would be considerable expenses. This would be a waste of money as the allotment site could simply be left as it is. If the council evicts the plot holders they would probably object and seek legal advice from the National Association of Allotments and Leisure Gardeners.	Concerns Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Allotments and recreational areas will be retained or replaced by development, not lost. Further infrastructure will be delivered through financial contributions and local authority investment to address any issues arising, where necessary and appropriate.
DLP52	David Wilson	Object				Amenity Value	Ansley Common does not have many organisations providing local facilities but the allotments are one that does - runs a shop, organises an annual show and bonfire event. If allotments move to new site, older members may not move due to transport issues. The Council claims to be an allotment friendly organisation yet is prepared to destroy these allotments.	Concern noted. Allotments and recreational areas will be retained or replaced by development, not lost. See response above.
DLP52	David Wilson	Object				Alternative	Build new housing behind Brett's Hall Estate. Sports ground could be moved to the west - there would be at least 10 hectares available for building. Access would be from the main road - I assume a couple of houses would need to be demolished to get access to the building site - as far as I see it this is the only way to get access on to the building land.	Noted. Access point of site yet to be confirmed/agreed.
DLP52	David Wilson	Object				Reserve Site	Building here would directly affect my view across the valley. Moor Wood would be destroyed. Appreciate some issue cannot be taken into account but I hope the Councillors will take the needs of the residents into account. I do not believe the demand for housing in the area is such that the land described as "reserved" would need to be built on.	No automatic right to retain view. Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP53	Philip G Sharpe Inland Waterways Association	Object	Paras. 15.18 & 15.19 and box at 15.20	LP39			Land to north-west of Atherstone off Whittington Lane, Land to the north-west of Atherstone. This allocation should be deleted from the plan. This is a greenfield site in open countryside extending for over half a mile along both sides of the Coventry Canal. The Coventry Canal is nationally valued for its historic structures, as a green corridor for wildlife, and for its amenity and recreational uses. It attracts tens of thousands of visits each year from local people and holidaymakers from home and abroad and is a major component of Staffordshire's tourism industry. The canal towpath is open to the public and provides an accessible footpath and cycle route as part of a long distance network of interconnected waterways now extensively used for leisure boating. This section of the canal enjoys a pleasant rural environment that enhances its attractiveness for recreational use. It includes Lock 8 and Lock 9 of the	Concerns noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Opportunity for use of Canal corridor as Green Infrastructure route noted. Further discussions underway. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment and will help inform Plan.
DLP53	Philip G Sharpe Inland Waterways Association	Object	Paras. 15.18 & 15.19 and box at 15.20	LP40			Continued from above: Atherstone lock flight and Whittington Road Bridge 46, each of which is a Grade II Listed Building. The longer level pound between Lock 9 and Lock 10, which is just beyond the site boundary, is a popular daytime and overnight mooring for its attractive and tranquil countryside setting. Any built development in the countryside adjacent to the canal system damages the rural setting of the canals that contributes to their heritage interest, wildlife, amenity value and recreational use. The rural environment of the canals plays a vital role in attracting and sustaining the recreational and tourism use of the whole canal system which helps fund its maintenance and contributes to the local visitor economy.	As above
DLP53	Philip G Sharpe Inland Waterways Association	Object					The income from boating and angling activities helps support local businesses and provides a major part of the funding necessary for the Canal & River Trust to maintain the canals for public use and enjoyment. However, intrusive developments alongside the canals and loss of attractive countryside views diminish their amenity value, tourism potential and economic benefits. As well as damaging the heritage, amenity, recreational use, tourism and economy of the canal, IWA considers that this site would also be scenically intrusive, create urban sprawl, involve unsustainable loss of agricultural land, and discourage recycling of more sustainable brownfield sites within the conurbation. The site is not well situated in relation to Atherstone and would require major investment in new road infrastructure to connect it with the town centre and would also require one or more new bridges over the canal which could be visually intrusive and damaging to the setting of the Listed locks and bridge.	Concerns noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Opportunity for use of Canal corridor as Green Infrastructure route noted. Further discussions underway. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report will address some of these issues. Where available and deliverable brownfield sites will contribute. But there are insufficient brown field sites within the Borough to deliver the housing need, resulting in the necessity to allocate green field, countryside sites.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP53	Philip G Sharpe Inland Waterways Association	Object					IWA considers that the overall housing allocation for the Borough is excessive, that it should not be expected to cater for Birmingham overspill to the extent suggested, and that a less damaging and more accessible and sustainable location for the balance of housing provision required should be considered. Removal of this site would still leave allocated sites more than sufficient to meet the minimum housing requirement of 5280. However, if this site goes ahead then IWA considers that there should be a broad buffer zone along both sides of the canal without built development forming a continuous corridor of open amenity land to help preserve and enhance the canal environment. This corridor could encompass Public Open Space, parkland, woodland, wildflower meadows, sports fields, children's play areas and informal recreation space.	Concerns noted. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These are the considered the most sustainable locations and areas with some infrastructure to support development needs. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. OAHN based on evidence including 2015 SHMA that Warwick DC Inspector recently accepts and considers to be based on reasonable and soundly based assumptions. Coventry shortfall addressed through Memorandum of understanding between sub-regional group of local authorities. Birmingham shortfall evidenced through Strategic Housing Market Assessment and Local plan examination. MOU with Birmingham to address an element of this shortfall agreed through Duty to Co-operate.
								A Concept Master Plan, required by the Proposal will address some of the issues raised. Opportunity for use of Canal corridor as Green Infrastructure/recreation route noted.
DLP53	Philip G Sharpe Inland Waterways Association	Support		LP1-40 (except LP39)	LP40		These allocations seem logical and avoid the canal side sites at Holly Lane proposed in the Preferred Options and Draft Pre-Submission Site Allocations which IWA had objected to.	Support noted
DLP54	Mr E Shore	Support					I have read the plan and think it is a good plan and I object to nothing. Building is happening in other parts of Britain. I have lived in Atherstone 10 years and it has been going downhill, so the building of houses and estates will make it a nice town again.	Support noted
DLP55	Marcus Keys	Support		LP1-40			Generally support housing and economic growth. Job creation needs to focus on skilled employment as well as logistics. Only concern with housing growth in Atherstone is access on to the A5 and increased traffic/pedestrian access over rail and canal bridges especially at Holly Lane.	Support noted
DLP55	Marcus Keys	Support		LP39			See comments above. Ensure 40% affordable housing on greenfield is enforced.	Support noted
DLP55	Marcus Keys						Increased pressure on A5 is a concern.	Noted



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DLP56	Jean McDonald	Object		LP1-40			It would be a good idea to have the document proof-read before final publication to prevent howlers such as "sort" rather than "sought". In general I would describe it as aspirational and there is too much encouragement and not enough requirement. Whilst I find it hard to disagree with the aspirations I am not confident that NWBC will enforce the conditions that are associated with development. My experience is that, too often, conditions are made at the planning stage and these are then ignored or removed at a later stage. There is not enough requirement. For example, where space land is removed from the green belt and equivalent area should be added, and should be given additional protection such as registration as village green so that access will be retained. There is not enough emphasis on including sustainable standards such as the use of renewable energy and development of carbon neutral buildings.	Concern over grammar and spelling noted. Time and resources are limited. Final documents will be spell checked and proof-read. Development will have to address infrastructure impacts through appropriate, necessary on-site delivery or financial contributions through S106 obligations. The IDP addresses infrastructure needs and delivery priorities and approaches. Renewable and Low Carbon Energy Resource Assessment and Feasibility Study prepared by CAMCO suggests that 7.5% - 10% renewable energy could be derived locally. Forms part of evidence base and informed Core Strategy. Toolkit available online for developers to use to address issue. No change proposed.
DLP56	Jean McDonald	Object		LP39			In principle I agree that housing should be along the A5 corridor to enable adequate transport links, outside the green belt. Although this will require significant investment in improving the A5 route. Where rights of way are removed they must be replaced by something as good or preferably better. Open spaces should be designated as greens or common land so that the public's right of access to both are protected. Housing should be built in areas where there is employment and commuting will be minimised. Housing developments must also incorporate appropriate infrastructure such as shops, community resources (playgrounds, community halls) and doctors surgeries so that communities develop, rather than simply dormitory areas. Action should be taken to prevent affordable housing being provided for people who do not need it before there is enough for local people who do need it, and being sold off at a profit and being removed from the affordable market. And affordable should mean affordable by people on below NW average incomes.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. PROW's will be retained as appropriate. Board Report addresses some of these issues. No change proposed.
DLP56	Jean McDonald	Object		LP40			I believe that the council should aim to bring employment to the area and that this should not be limited to jobs that are easy to automate such as warehousing as these will not be sustainable in the long (or possibly medium) term. Jobs which are easy to automate will be automated in the future and if this is all that is available then communities will be hollowed out again as they have been in the past, for example with the decline in mining and manufacturing jobs.	Plan allocations enable a range of opportunities to come forward that will potentially satisfy both local and sub-regional needs, at MIRA, Hams Hall and Birch Coppice. Employment Land Review evidence includes assessments of market trends. MIRA focus is on high tech, professional employment opportunities, manufacturing and services.

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DLP56	Jean McDonald	Object		General			A yes/no structure inevitably means that I have to reply no as I cannot agree anything in it's entirety. The whole consultation is very unwieldy and complex and I will be amazed if you get much in the way of response from ordinary members of the public. Inevitably responses will be more likely to come from those who have an interest in development, particularly larger companies who employ their own staff to deal with planning issues. You should therefore find some way to take this into account. Nowhere on this response form does it give me the opportunity to identify what sort of interest I have in the future of the communities of North Warwickshire.	Concern noted. Form provides some structure and guidance only for responses. Full letter submissions accepted as are e-mails. Over 2200 responses received.
DLP57	Stephen Payne	Object			Drainage/ flooding		The higher ground above Anasley Common, namely Brett's Hall wood and the surrounding lands, become saturated during heavy rains and melting snows. The drains quickly become full and cannot cope, this then overflows onto the main road and flows down Anasley Common like a 'river'. I believe the area 19.7ha and area 1.3ha are natural soak ways and concreting/paving these areas will intensify the problem. Adding further drain works to an already inappropriate drainage system will only intensify the problem.	Concerns noted. Proposals will be required to address flooding issues to ensure current run-off is not increased and flood storage and preventative measures will be an integral part of larger proposals. A Concept Master Plan, required by the Proposal will address some of the issues raised.
DLP57	Stephen Payne	Object			Roads		The roads into Nuneaton are inadequate usually resulting in large queues into town at peak times. The addition of hundreds more new homes in Anasley Common and Hartshill will only create more congestion into Nuneaton town centre. The increase in the volume of traffic will increase levels of air pollution and have a detrimental effect on the community and Wildlife.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP57	Stephen Payne	Object			Road Safety		The proposed exit road for the development 1.3ha is a safety issue. Inevitably there will be parking issues for existing residents and the planning office appears to have a total disregard for the existing community when decisions are being made.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. New developments must provide sufficient parking to address the residents/housing needs. No change proposed.
DLP57	Stephen Payne	Object			Housing		The types of housing that are being proposed for area 1.3ha, 2 storey, 3 storey and 4 storey accommodation, are not in keeping with existing housing.	Development Management policies address design issues at planning application stage. Plan seeks a broad range of housing types, tenures and sizes to address needs.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP57	Stephen Payne	Object			Schools		I believe both schools in the immediate area are oversubscribed. Therefore further development of existing schools, and, or new schools would be required. Not to mention funding for new teachers etc. safety issue already exists at Nursey Hill primary school, where parents are parking vehicles along the main road causing congestion. An expansion or increase of schools locally would lead to more traffic congestion and parking issues. Children and parents may be in danger.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP, including education provision and needs. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Further infrastructure will be delivered through financial contributions and local authority investment to address any issues arising, where necessary and appropriate. Board Report addresses some of these issues. No change proposed.
DLP57	Stephen Payne	Object			Health		Appointment times will be longer with increased housing. Are new medical centres/ doctor's surgeries going to be built?	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.
DLP57	Stephen Payne	Object			Wildlife		Woodland will be destroyed. There are many good walks and rights of way in the area, these are well used by rambblers, dog owners and locals. The wildlife itself which is many and various will be devastated such as Buzzards, Owls, Foxes, Woodpeckers, Hedgehogs, and Bats.	Concerns noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Further discussions underway. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.
DLP57	Stephen Payne	Object			Community		Ansley common is rural, we prefer this way to live, rather than an urban environment/housing estate. The change to Ansley common will be disastrous. We have not found a single person, who is in favour of this development. Most are horrified at the thought of living in a large sprawling estate. This development will affect hundreds of existing residents for the worse.	Concerns noted. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. A Concept Master Plan, required by the Proposal will address some of the issues raised.
DLP57	Stephen Payne	Object			View		Loss of a view from public viewpoints would have a wider impact on a neighbourhood, and such matters ought to be considered.	In general terms loss of views not a planning consideration unless affecting Conservation areas/Listed Buildings and their settings. Nevertheless, where a proposal is required to have a Concept Plan/Master Plan, this may be able to address some of the issues raised. Parish Council or similar need to identify locally important/sensitive vistas and viewpoints at Concept plan consultation stage.
DLP57	Stephen Payne	Support			Other sites	Robey's Lane site	We feel that the housing development at Robeys lane Tamworth ref 66.1ha is a much more suitable site for expansion, due to its layout, and the fact that a new school is proposed, this development could easily be expanded to take more housing.	Support noted.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP57	Stephen Payne	Object			Historic Assessment		An Historic Environment Assessment was published in 2014, where land to the north of 145 Anasley Common was NOT recommended for development. Has this been ignored?	Concern Noted. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment and will help inform Plan. Proposal will need to address and accommodate historic/archaeological issues in developing the site.
DLP57	Stephen Payne	Object			Summary	Anasley Common proposals	Safety and parking does not show the developers in a good light. I hope that all due diligence will be applied to the developers plans, by councillors and council employees. There are only downsides to this development for existing residents, there are NO benefits. Air Pollution will increase, traffic safety will also become an issue. Building works will be an ongoing nightmare, with earthmovers, diggers and lorries going in and out daily, considering the amount of proposed new housing stock, Anasley Common will become a building site!!! The National Planning Policy Framework encourages councils to favour schemes that have been designed in collaboration with communities, perhaps the council could comment on why residents were not communicated with more effectively, early in the process. Existing residents could then be proactive rather than reactive, which as you understand, is creating a lot of friction. Considering the government is creating new Towns and villages with new infrastructure, why is this not put forward by yourselves as a better solution? The ratio of new housing stock, against existing stock is unprecedented.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. Lead in time for establishing a "new settlement" would be too long to address current Development needs. Costs are also likely to be similar or greater than current approach/strategy. No change proposed. Plan consultation advertised in a number of ways through North Talk delivered to all Borough properties, on-line consultation and direct letter or e-mail to over 2000+ individual consultees, agencies and contacts. Also advertised in Local press and consultation period extended over 12 weeks with numerous public drop in sessions including evenings and weekends.
DLP57	Stephen Payne	Object			Summary	Anasley Common proposals	Continued from above: Anasley Common, does not have the infrastructure to cope with this number of houses. To play back onto existing services will be disastrous. The councillors should totally oppose the housing development, at Anasley Common West, for the Local Community whom they represent. I feel that little thought has been given to these plans, and that they are developer driven, and are patently against the best interests of the existing community. I feel that a visit to the site in question would be most appropriate, for those making the decision to destroy it.	as above
DLP58	Terry & Lesley Weeks	Object			Drainage/ flooding		The National Planning Policy Framework encourages councils to favour schemes that have been designed in collaboration with communities, perhaps the council could comment on why residents were not communicated with more effectively, early in the process.	Concerns noted. Plan Policy requires development of site to address flooding issues and to ensure surface water run-off and flood storage impact to be no worse than existing to avoid exacerbating flooding risk. Developments will be required to address their sewerage infrastructure needs. Further work on the IDP is in progress and will be addressed in the Board Report.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP58	Terry & Lesley Weeks	Object			Roads		Existing residents could then be proactive rather than reactive, which as you understand, is creating a lot of friction. Considering the government is creating new Towns and villages with new infrastructure, why is this not put forward by yourselves as a better solution? The ratio of new housing stock, against existing stock is unprecedented. Anasley Common, does not have the infrastructure to cope with this number of houses. To piggyback onto existing services will be disastrous. The councillors should totally oppose the housing development, at Anasley Common West, for the Local Community whom they represent. I feel that little thought has been given to these plans, and that they are developer driven, and are patently against the best interests of the existing community. I feel that a visit to the site in question would be most appropriate, for those making the decision to destroy it.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.
DLP58	Terry & Lesley Weeks	Object			Road Safety		Concerns raised with planning application PAP/2016/0199 - shows a disregard for the existing community, by glossing over problems.	Noted. Planning application granted consent prior to Local Plan publication and Local Plan Strategic Transport assessment. Highway Authority response to planning applications focus on site, not wider strategic implications. If no objection received Local Authority will struggle to refuse on highway/access grounds.
DLP58	Terry & Lesley Weeks	Object			Housing		The proposed types of housing for area 1.3ha, which are 2 storey, 3 storey and 4 storey cannot be considered harmonious in any way with existing housing stock. This is an attempt to maximise profits from a finite area, and the so called affordable housing allocation will trap many residents into unsaleable properties.	Development Management policies address design issues at planning application stage. Plan seeks a broad range of housing types, tenures and sizes to address needs.
DLP58	Terry & Lesley Weeks	Object			Schools		Both schools in the immediate area are oversubscribed at the moment. Considerable development of existing schools, and, or new schools would be required. Not to mention funding for new teachers etc. A safety issue already exists at Nursery Hill primary school, where vehicle parking of parents along the main road causes many problems already. An expansion of this school would lead to an increase in this problem. Similar problems occur at Hartshill School. Having to locate your children further afield will aggravate parents and increase traffic congestion.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.
DLP58	Terry & Lesley Weeks	Object			Doctors		At the moment, it takes at least a week for an appointment, at Springhill medical centre. This will get worse as hundreds more people register. Are new medical centres/ doctor's surgeries to be built? Rumours of proposed closures at George Elliot hospital does not bode well for an increased population.	Infrastructure is a key issue that will be addressed. Development will need to contribute towards GP Health needs. IDP will be addressed in Board Report. Further infrastructure will be delivered through financial contributions and work is ongoing with health services, infrastructure providers to inform IDP and site proposal requirements. Board Report will address some of these issues. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP58	Terry & Lesley Weeks	Object			Wildlife		The area to be destroyed is one of the most beautiful areas in Warwickshire, when it's gone it's gone for ever. The extent of the woodlands, is not shown accurately in the printed maps showing the development. There are many good walks and rights of way in the area, these are well used by Ramblers, dog owners and locals out for a walk. The wildlife itself which is many and various will be devastated. We have witnessed Buzzards, Owls, Foxes, Woodpeckers, Hedgehogs, and finally Bats. Irrespective of what others may think, we personally believe that it would be criminal to destroy such an area. The railway embankment has a well-trodden path down its length, which is kept open by the locals. Do we locals have any rights to this pathway, as we have kept it open for a minimum of 20 years that we know of?	Concerns Noted. Impact on natural environment will be addressed through on-site specific or off-site works via financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. PROW's will be maintained. No automatic rights of access to use of private land. A Concept Master Plan, required by the Proposal will address some of the issues raised.
DLP58	Terry & Lesley Weeks	Object			Community		Ansley Common has a way of life which is different to large housing estates, we like being rural, out in the sticks if you like. We chose this area to live, rather than an urban environment. The change to Ansley common will be significant, and disastrous. We have not found a single resident, who is in favour of this development. Most are horrified at the thought of living in a large sprawling estate. This development will affect hundreds of existing residents for the worse for years to come.	Concerns Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These areas considered to be sustainable locations with some infrastructure to support development needs. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate.
DLP58	Terry & Lesley Weeks	Object			View		Although the Government has Caveats which prevent you objecting to the loss of view, and to any depreciation of your house value, and many other points which reduce the quality of your life. Loss of a view from public viewpoints would also have a wider impact on a neighbourhood, and such matters ought to be considered where they are raised, as the community loses a very significant amenity.	In general terms loss of views not a planning consideration unless affecting Conservation areas/Listed Buildings and their settings. Nevertheless, where a proposal is required to have a Concept Plan/Master Plan, this may be able to address some of the issues raised. Parish Council or similar need to identify locally important/sensitive vistas and viewpoints at Concept plan consultation stage.
DLP58	Terry & Lesley Weeks	Support			Development		We feel that the housing development at Robeys Lane Tarnworth ref 66.1ha is a much more suitable site for expansion, due to its layout, and the fact that a new school is proposed, this development could easily be expanded to take more housing.	Support noted.
DLP58	Terry & Lesley Weeks	Object			Historic Assessment		An Historic Environment Assessment was published in 2014, where land to the north of 145 Ansley Common was NOT recommended for development. Has this been ignored?	Concern Noted. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment and will help inform Plan. Proposal will need to address and accommodate historic/archaeological issues in developing the site.

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP58	Terry & Lesley Weeks	Object			Summary		<p>The glossing over, of safety and parking as described above does not show the developers in a good light. It goes without saying that the developers care nothing for the existing community, and will only offer crumbs when forced to do so. There are only downsides to this development for existing residents, there are NO benefits. Air Pollution will increase, leading to a greater chance of various ailments, traffic safety will also become an issue. Building works will be an ongoing nightmare, with earthmovers, diggers and lorries going in and out daily, considering the amount of proposed new housing stock, Anasley Common will become a building site!!!!</p> <p>The National Planning Policy Framework encourages councils to favour schemes that have been designed in collaboration with communities, perhaps the council could comment on why residents were not communicated with more effectively, early in the process. Existing residents could then be proactive rather than reactive, which as you understand, is creating a lot of friction. Considering the government is creating new Towns and villages with new</p>	<p>Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. Lead in time for establishing a "new settlement" would be too long to address current Development needs. Costs are also likely to be similar or greater than current approach/strategy. No change proposed. Plan consultation advertised in a number of ways through North Talk delivered to all Borough properties, on-line consultation and direct letter or e-mail to over 2000+ individual consultees, agencies and contacts. Also advertised in Local press and consultation period extended over 12 weeks with numerous public drop in sessions including evenings and weekends.</p>
DLP58	Terry & Lesley Weeks	Object			Summary		<p>Continued from above: infrastructure, why is this not put forward by yourselves as a better solution? The ratio of new housing stock, against existing stock is unprecedented. Anasley Common, does not have the infrastructure to cope with this number of houses. To piggyback onto existing services will be disastrous. We believe that this area should be promoted as an area of outstanding beauty for the community to use and appreciate. We believe that a nature school may be opened in camp hill, in which case this area would be a wonderful resource for such a school. The councillors should totally oppose the housing development, at Anasley common West, for the Local Community whom they represent. We feel that little thought has been given to these plans, and that they are developer driven, and are patently against the best interests of the existing community. Also, what pressure are you putting on the government concerning the existing 650,000 homes kept empty by developers/speculators/councils. The resolution of this scandalous situation, would provide all needed housing. And why are you not pushing for more affordable</p>	<p>as above</p>
DLP58	Terry & Lesley Weeks	Object			Summary		<p>Continued from above: council houses, instead of developers profiteering from the plight of the poorer sections of the community. Any Councillor or interested party, would be made most welcome at our house. We feel that a visit to the site in question would be most appropriate, for those making the decision to destroy it.</p>	
DLP59	Claire Marvin	Object	LP1-40				<p>I acknowledge that there must be planning for the future. I find this question very hard to answer because there are so many 'ifs' and 'buts' therefore I have been forced to say 'no' I am not prepared to wade through LP1 - LP40. I am interested in my LOCAL environment and how development is going to affect myself and fellow residents in Hartshill.</p>	<p>Issue Noted.</p>

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DLP59	Claire Marvin	Object		LP39	Hartshill		The village cannot possibly support such a huge development.	Concerns Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. Infrastructure is a key issue that is being addressed through the IDP. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate.
DLP59	Claire Marvin	Object			Traffic		It is essential that current parking/dropping off issues surrounding the schools in the area is dealt with. Even NOW it is impossible to drive along Church Road past Michael Drayton School and Hartshill School when pupils, staff and parents are arriving and leaving the area. This has GOT TO be addressed for the future. How will increased traffic at the canal bridge affect its integrity?	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. Siting new developments close to existing schools will enable and encourage walking and cycling to school to address congestion issues. Local plan will, nevertheless, find it difficult to change social attitudes and resistance to change. No change proposed.
DLP59	Claire Marvin	Object			Sewer/ Drainage		This is my overwhelming concern since MY PROPERTY have been flooded INTERNALLY with sewage on FOUR occasions between 2009 and 2015. Having had much contact with STW it is obvious (and they have admitted this) that the present ageing sewer pipe that is laid down the middle of Castle Rd is UNABLE TO COPE with the PRESENT drainage needs of the residents so WHAT IS GOING TO HAPPEN when 400+ new homes are built in the area? Where is their sewage going to go? Any additional strain on the drainage system, in Hartshill will result in further contamination of gardens. There HAVE TO BE assurances from STW and planners that drainage from the area has been considered and planned for. Would a member of the Council or an employee of STW want their home flooded with sewage on a regular basis? These conditions, alongside poor maintenance of the main sewer (it is often partially blocked with tree roots so I am told by employees of STW and Amey) mean the drains can't cope and my property floods. What is going to happen when the same drains have to cope with the run off and sewerage from an additional 400+ home?	Plan Policy requires development of site to address flooding issues and to ensure surface water run-off and flood storage impact to be no worse than existing to avoid exacerbating flooding risk. The IDP for the Plan provides detail on infrastructure needs and delivery. Developments will be required to address their sewerage infrastructure needs. Further work on the IDP is in progress and will be addressed in the Board Report.
DLP59	Claire Marvin	Object		LP40			It is inevitable that the A5 is going to end up as one very long distribution corridor. At least it will create a few jobs.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.



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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP60	Sara Parker Acutec	Object				Development at Packington Lane	Packington Lane is the only vehicle access for Woodlands School, St Edwards School and Coleshill Leisure Centre. Woodlands School and Coleshill Leisure do not have sufficient parking, causing the Lane to be used as an 'overflow' car park for Woodlands Staff and Leisure Centre users. The road is reduced to virtually single lane by this parking on school days, and there is no capacity for any additional traffic. Packington Lane is used by Coleshill School pedestrian students. The parking and volume of traffic presents hazard for the pedestrians at present, and additional traffic would increase this hazard.	Concerns noted. Safeguarded land not allocated for housing at this time. Infrastructure and highway access needs and improvements will need to be addressed in future Plan if required.
DLP61	Judy Barren	Object			Scale	Ansley Common proposals	Having considered the proposals and whilst acknowledging the need for housing I feel that the scale of the proposals are too large.	Concerns Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need.
DLP61	Judy Barren	Object			Doctors / Dentists		Chancery Lane with a patient base of 5500, where it is virtually impossible to get an appointment on the same day. Additional homes will greatly increase the pressure on the surgery. I, like my neighbours have heard the rumour of a surgery on School Hill where the old school was. If an additional surgery is planned it needs to be build and running before any housing development starts. Adequate provision of doctors is vital. Likewise with dentists.	Infrastructure is a key issue that will be addressed. Development will need to contribute towards GP Health needs. IDP will be addressed in Board Report. Further infrastructure will be delivered through financial contributions and work is ongoing with health services, infrastructure providers to inform IDP and site proposal requirements. Board Report will address some of these issues. No change proposed.
DLP61	Judy Barren	Object			Schools		I imagine most of the new homes will be targeted at families as such the current local schools cannot cope with the amount of new children. How will catchment areas be affected? I assume that the new developments will come within Nathaniel Newton, Michael Drayton and Hartshill High School catchment area. Parking around all schools is horrendous and very dangerous, additional families will make this much worse. Not only is it an awful problem for parents taking and picking up children but also for anyone in the area as the congestion is horrific. With most families working there is no way to avoid congestion as the school run is followed by a commute to work. Galley Common is another local school but outside the current catchment area. The school which if extended would provide additional places but not resolve parking issues as this is another area of severe congestion. More traffic will add to an already very busy main road in Ansley Common and up into Chapel End which at Times is gridlocked as is Nuneaton itself. The additional traffic either on the move or idling will create more pollution and have an adverse effect on all in the community.	Infrastructure is a key issue that will be addressed. Development will need to contribute towards Education needs. IDP will be addressed in Board Report. Further infrastructure will be delivered through financial contributions and work is ongoing with education services, infrastructure providers to inform IDP and site proposal requirements. Board Report will address some of these issues. Siting new developments close to existing schools will enable and encourage walking and cycling to school to address congestion issues. Local plan will, nevertheless, find it difficult to change social attitudes and resistance to change. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP61	Judy Barren	Object			Drainage		There are always drainage problems in Ansley Common. The shared manhole here has had to be unblocked twice in the last year. There needs to be a thorough review of the drainage system for the whole area under consideration before any plans are approved and not left until after building has taken place. The current drains are all old. If this issue is not addressed up front I am concerned that there will be no money left and it will be too late and we will have to live with the consequences. Additional building will mean more hard surfaces such as tarmac, paths, patios etc which mean that excess water will have no where to soak away and increase the level of flooding. Even though I have fields around me these are not adequate to avoid flooding. Further along the main road there is regular localised flooding around Coleshill Road/Plough Hill Road.	Plan Policy requires development of site to address flooding issues and to ensure surface water run-off and flood storage impact to be no worse than existing to avoid exacerbating flooding risk. The IDP for the Plan provides detail on infrastructure needs and delivery. Developments will be required to address their surface water infrastructure needs. Further work on the IDP is in progress and will be addressed in the Board Report.
DLP61	Judy Barren	Object			Environment / Wildlife		The disused rail track is regularly used by walkers, horses and cyclists and is vital for those who wish to be amongst nature as there is a wide variety of wildlife living on the embankment. It is also included in the North Works rambling/walking leaflets. Moor Wood - variety of birds nest and other wildlife inhabit. I was as disgusted as my neighbour when told at a meeting that wildlife could move to Harts Hill Wood and I hope it was a flippant comment, ill considered non the less particularly to those that value our wildlife and the essential and positive impact they have on our environment. Perhaps profit comes before nature for some. The hedgerows encourage wildlife and the removal/destruction of these together with trees and fields will adversely affect the eco structure and lead to more pollution in a world that is striving to be carbon neutral.	Concerns Noted. Impact on natural environment will be addressed through on-site specific or off-site works via financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. PROW's will be maintained. No automatic rights of access to use of private land. A Concept Master Plan, required by the Proposal will address some of the issues raised.
DLP61	Judy Barren	Object			Community		The community is semi rural. Currently residents interact with each other in a variety of ways such as in the allotments, village shop etc. As houses are predominantly located either side of the main road thus facilitate the community spirit. The proposal will turn the village into a large sprawling estate that will unavoidably destroy our community. Houses on such a vast scale will be impossible to integrate into a cohesive village community	Concerns Noted. A Concept Master Plan, required by the Proposal will address some of the issues raised. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. These areas considered to be sustainable locations with some infrastructure to support development needs. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate.
DLP61	Judy Barren	Object			Roads/ Access		There have been rumours of an access to the proposed estate achieved by the demolition of my neighbours and potentially my house which has caused considerable worry. The roads are very busy with a lot of heavy vehicles such as quarry and logistics vehicles the addition of construction traffic in the quantity that will be needed for the extended period of building will put an enormous strain on the road systems around the village and local areas and it is vital that a review of, and changes to the roads to facilitate construction is undertaken before any construction starts.	Noted. Point of access to sites yet to be determined. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.

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DLP61	Judy Barren	Object			General		I am concerned that the area is being used to achieve government targets. That other areas such as Solihull are not building to the level required and so we are expected to take up the slack and be the Birmingham overspill, much as Stoneysdelph was 30 odd years ago. How does this support the need for housing for local people I am not NIMBY ist. I do recognise the need for housing but a proposal that is fair, proportionate and sympathetic to our community is essential. Small development that is capable of being integrated into the community and supported by the infrastructure is desirable. This area in North Works is known as one of the poorer areas and is bottom of the list when it comes to funding. I feel development needs to be spread around and the more affluent areas take there share. I would ask that you carefully consider the proposals and please please don't destroy our village, community, environment and wildlife and I sincerely hope that a compromise can be found.	Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. All areas are affected by housing need and growth. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). The local housing requirement is still a priority to address. No change proposed.
DLP62	Jonathon Fenner	Object				Development at Packington Lane	I would like to voice my concern about the huge number of negative effects building housing on the above land might have: Currently traffic is gridlocked for large parts of the day. Any future development will make this worse. The gridlock is so bad I have seen cars mount and drive along the pavement to avoid the congestion. <b>Safety</b> - the amount of traffic is already a huge safety concern. With very bad driving, cars parked everywhere it is only a matter of time before there is a serious accident. Future developments will only increase the risk <b>Parking</b> - there is insufficient parking at the moment with the 3 large schools and Leisure Centre. The schools have been expanded and a leisure centre built in recent years but there has been no attention to parking. As a result people park very poorly. Quite frequently it is impossible to access my drive. Future developments will only make this worse	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Impact on natural environment will be addressed through on-site specific or off-site works via financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. Board Report addresses some of these issues.
DLP62	Jonathon Fenner	Object				Development at Packington Lane	Insufficient local services - at the moment it is very difficult to get a doctors and dentists appointment. The development will only make matters worse. Local schools are over subscribed.	
DLP63	G Alliss	Object			Health		Protecting natural beauty - the land proposed is one of the most beautiful views in Coleshill. Development would ruin this for ever	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.

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DLP63	Gary & Karen Alliss	Object			Wildlife	Coleshill safeguarded land	Overall development of this green belt land would have a huge number of adverse effects on wildlife, natural beauty, infrastructure, local services, traffic and the quality of life people enjoy in this town	Noted. No housing allocation included on south or eastern side of Coleshill, only land safeguarding for future. Impact on natural environment by applications or proposals will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.
DLP63	Gary & Karen Alliss	Object					We believe this proposed site to be totally inappropriate for expansion of Coleshill due to the reasons above and the fact that the infrastructure of the town is simply inadequate to accommodate more people in more housing with more cars. The schools are full, we have no police station, the fire station is open part time and the roads are too narrow, with far too little parking. It is our understanding that funding is available to develop new towns and it would seem more sensible to find a site for a whole new town in North Warwickshire.	Noted. No housing allocation included on south or eastern side of Coleshill, only land safeguarding for future. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.
DLP63	Gary & Karen Alliss	Object		Roads			Packington Lane has dreadful traffic problems at school times already without any additional housing adding to the cars in what is little more than a country lane. The lane has two schools plus pedestrian access to Coleshill Comprehensive, Woodlands special needs and St Edward's Catholic primary. Neither school has sufficient on site parking for teachers and support staff, this is especially so for the Woodlands school. The varied needs of the students who attend this school require a vast array of support staff and every day as many as 50 cars are parked on Packington lane totally blocking one side of the road for many 100s of yards. The relatively new sports centre also lacks sufficient parking spaces and oft times many cars are parked along Packington lane. Sometimes these visitors to the sports centre park on the grass verge opposite the paved side of the road, the resulting congestion leaves so little space that large lorries can barely squeeze between the cars without knocking into wing mirrors	Noted. No housing allocation included on south or eastern side of Coleshill, only land safeguarding for future. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.
DLP64	Andrew McEvoy	Object			Roads		Increase in road traffic - current infrastructure will not support it and as this only has to change when the next road infrastructure strategy takes place between 2020/2025, this is too long to wait as the Dordon Island is already critical, and the new lights at core24 already even without the warehouse yet being built is causing tail backs between the Dordon and Spon Lane Island.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP64	Andrew McEvoy	Comment		LP1-40			Unknown	No comment needed

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DLP64	Andrew McEvoy	Object		LP39			Dordon, as a lot of the houses will be in a place where the wildlife is predominant.	Noted. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions, financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.
DLP64	Andrew McEvoy	Object		LP40			Birch Coppice - the site is fine, however the road network around this need looking as especially as this expands, as a new warehouse core 24 has just had a set of traffic lights in except this has caused more traffic delays rather than solving any issues. This is already causing tail backs at certain times of the day and the warehouse has not even been built yet!!!!!! A separate freight or road network need to be created so the impact on the A5 for other users are not impacted.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP64	Andrew McEvoy	Object			IDP		There is not enough detail regarding the timing of building the new schools, and how the road network can cope with the amount of cars that will be going on to the creaking network we already have. The high school will not be able to cope with the extra personal and this has not even been addressed	Concerns noted. Infrastructure is a key issue that will be addressed. Development will need to contribute towards Education needs. IDP will be addressed in Board Report. Further infrastructure will be delivered through financial contributions and work is ongoing with education services, infrastructure providers to inform IDP and site proposal requirements. Board Report will address some of these issues.
DLP65	A Milton	Object			Losses		Housing values would fall, due to lack of amenities, noise, air pollution, lack of access and traffic congestion, such as people trying to get into Nuneaton. Every road from the west and north side is congested especially at peak times, but getting more frequent (Tuttle Hill, Greenmoor Road, Heath End Road, Queens Road). Houses being built will mean gridlock and congestion. Not enough school places. Loss of football pitches, play areas, allotments (when the government is telling us to grow our own produce). Loss of farmland, country footpaths, wildlife, rare plants, green belt, country views noise and pollution. Loss of quality of life	Noted. House values not a material planning consideration. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP65	A Milton	Object			Disturbance		More traffic with hold ups, noise, traffic calming humps, chicanes etc. Road works for years, building site noise, construction vehicles	Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP65	A Milton	Object			Infrastructure		No provision for extra school places, no extra GP Surgeries, nurses etc. No extra fire or ambulance to cover new housing. Rural roads are not fit to take more cars and especially commercial vehicles. More flooding. More land being taken by HS2 and no benefit for the people of Warwickshire.	Issues noted

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP65	A Milton	Object			Flooding		Junction at Plough Hill Road, Bridge at Mancetter Road, and Coleshill Road already flood. Stream at the bottom of Chapel End. Narrow roads in Chapel End and houses next to pavements so these areas have no run off and increase flooding. Insurance claims made for flooding and sewerage damage - even with extra drainage the water table at this point is at its lowest and can only rise. With the loss of farmland, football fields and allotments this will increase flooding.	Plan Policy requires development of site to address flooding issues and to ensure surface water run-off and flood storage impact to be no worse than existing to avoid exacerbating flooding risk. The IDP for the Plan provides detail on infrastructure needs and delivery. Developments will be required to address their surface water infrastructure needs. Further work on the IDP is in progress and will be addressed in the Board Report. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
DLP65	A Milton				Planning		Planning has not taken into account either sites for houses that have been built. Not enough has been done to acquire brownfield sites. Areas not taken into account - development at Daw Mill, Proposed Gypsy Site at Hartshill/Oldbury and retail sites all add to traffic problems. Plans for Nuneaton at Galley Common, when North Warwickshire is just opposite side of the road. Overspill from Coventry when future development is planned at Ryton and Brandon. Arley Sports Centre is under threat taking amenities away from people with no provision to replace them. Areas should not be swamped with large building areas. No joined up pattern to these plans in and around North Warwickshire. Do the people responsible for these plans, including Councillors live in these places?	OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Growth options considered alternative approaches. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release such as at Daw Mill. Similarly many brownfield sites are in such locations. Where available and deliverable brownfield sites will contribute but there are insufficient to address the level of housing and employment need. No change proposed.
DLP65	A Milton				Losses		Housing values would fall, due to lack of amenities, noise, air pollution, lack of access and traffic congestion, such as people trying to get into Nuneaton. Every road from the west and north side is congested especially at peak times, but getting more frequent (Tuttle Hill, Greenmoor Road, Heath End Road, Queens Road). Houses being built will mean gridlock and congestion. Not enough school places. Loss of football pitches, play areas, allotments (when the government is telling us to grow our own produce). Loss of farmland, country footpaths, wildlife, rare plants, green belt, country views noise and pollution. Loss of quality of life	Noted. House values not a material planning consideration. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. No change proposed.
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DLP65	A Milton				Infrastructure		No provision for extra school places, no extra GP Surgeries, nurses etc. No extra fire or ambulance to cover new housing. Rural roads are not fit to take more cars and especially commercial vehicles. More flooding. More land being taken by H2 and no benefit for the people of Warwickshire.	Concerns noted. Infrastructure is a key issue that will be addressed. Development will need to contribute towards Health, Education needs. IDP will be addressed in Board Report. Further infrastructure will be delivered through financial contributions and work is ongoing with health and education services, infrastructure providers to inform IDP and site proposal requirements. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.
DLP65	A Milton				Flooding		Junction at Plough Hill Road, Bridge at Mancetter Road, and Coleshill Road already flood. Stream at the bottom of Chapel End. Narrow roads in Chapel End and houses next to pavements so these areas have no run off and increase flooding. Insurance claims made for flooding and sewerage damage - even with extra drainage the water table at this point is at its lowest and can only rise. With the loss of farmland, football fields and allotments this will increase flooding.	Issues noted
DLP65	A Milton				Planning		Planning has not taken into account either sites for houses that have been built. Not enough has been done to acquire brownfield sites. Areas not taken into account - development at Daw Mill, Proposed Gypsy Site at Hartshill/Oldbury and retail sites all add to traffic problems. Plans for Nuneaton at Galley Common, when North Warwickshire is just opposite side of the road. Overspill from Coventry when future development is planned at Ryton and Brandon. Arley Sports Centre is under threat taking amenities away from people with no provision to replace them. Areas should not be swamped with large building areas. No joined up pattern to these plans in and around North Warwickshire. Do the people responsible for these plans, including Councillors live in these places?	Issues noted
DLP66	W D Greig	Support		LP39/40			I am on the NWBC Steering Group	Noted
DLP67	Michael Bird Ramblers Association - Warwickshire Area	Object					Local Plans are integral and a necessary part of the planning process. We do have serious objections to one of your allocations	Concern noted

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP67	Michael Bird Ramblers Association - Warwickshire Area	Object		LP39		Hartshill and Ansley Common West	The Ramblers, Warwickshire Area, are strongly opposed on both footprint and environmental considerations to the inclusion of the Hartshill & Ansley Common-West, site in the Local Plan housing allocation proposals. Three parcels of green-field land make up this Site of 26.5 ha (plus a "Reserve" of another 15.6ha). While there are no public rights of way within the smallest (1.8ha) parcel of land at the eastern end of the site, the two larger remaining parcels, plus the Reserve, would between them affect ten public footpaths, amounting in length to some 2½ miles. These are, in the main, attractive rural footpaths and are well used, particularly as they provide important connecting routes through to Hartshill Hayes Country Park. Indeed, Warwickshire County Council's Centenary Way follows one of these paths through the Reserve site. These paths would all be at risk from being subsumed into suburban development, and no amount of mitigation could compensate for the loss of the rural nature of this valuable network of public footpaths. Even should these footpaths be retained, in their new urban setting they would have lost all	Concerns noted. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Impact on natural environment will be addressed through on-site specific or off-site works via financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. PROW's will be maintained. No automatic rights of access to use of private land. A Concept Master Plan, required by the Proposal will address some of the issues raised.
DLP67	Michael Bird Ramblers Association - Warwickshire Area	Object		LP39		Hartshill and Ansley Common West	Continued from above: of their current rural charm and scenic value - a miserable prospect for anyone who knows and values this attractive area. On environmental grounds too, the thought that the beautiful and mature wooded area of Moor Wood at the northern end of the site could have been designated for housing development beggars belief! It is publicly accessible green spaces like this that the Borough needs. Is the Borough really this desperate for development land? For the sake of this attractive rural area and the recreational facilities that its 2½ miles of public footpaths provide, we would ask that the entire Hartshill & Ansley Common-West, site be removed from the housing allocation proposals. The ten public footpaths that would be affected by development on this site are: AE169, AE170, AE171, AE172 (the Centenary Way), AE173, AE174, AE191, AE 192, AE195 & AE196. There are also many other sites in the Plan allocated either for housing or employment development that would impact on at least one public right of way (PROW). However, providing that Warwickshire Ramblers are consulted by NWBC at the planning	as above
DLP67	Michael Bird Ramblers Association - Warwickshire Area	Object		LP39		Hartshill and Ansley Common West	Continued from above: application stage (which - it has to be said - is currently a bit of a hit or miss practice with your Council) then, provided that these PROWs are to be routed along open green corridors through the development, and not enclosed between tall and close fencing, we are prepared to consider these other developments on their merits at the application stage... But the Hartshill & Ansley Common-West site really is a step too far and should be withdrawn now!	as above



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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP68	Mike Parker	Object			Health		My surgery is Chancery lane, currently with a patient base of 5500, where it is virtually impossible to get an appointment on the same day. Additional homes will greatly increase the pressure on the surgery.	Infrastructure is a key issue that will be addressed. Development will need to contribute towards GP Health needs. IDP will be addressed in Board Report. Further infrastructure will be delivered through financial contributions and work is ongoing with health services, infrastructure providers to inform IDP and site proposal requirements. Board Report will address some of these issues. No change proposed.
DLP68	Mike Parker	Object			School		I, like my neighbours have heard the rumour of a surgery on School Hill where the old school was. If an additional surgery is planned it needs to be built and running before any housing development starts. Adequate provision of doctors is vital. Likewise dentist	Infrastructure is a key issue that will be addressed. Development will need to contribute towards Education needs. IDP will be addressed in Board Report. Further infrastructure will be delivered through financial contributions and work is ongoing with education services, infrastructure providers to inform IDP and site proposal requirements. Board Report will address some of these issues. Siting new developments close to existing schools will enable and encourage walking and cycling to school to address congestion issues. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues.
DLP68	Mike Parker	Object			Drainage		There are always drainage problems in Ansley Common, the drains flood quickly and the main road runs like a river. The shared manhole here has had to be unblocked twice in the last year. There needs to be a thorough review of the drainage system for the whole area under consideration before any plans are approved and not left until after building has taken place. The current drains are all old. If this issue is not addressed up front I am concerned that there will be no money left and it will be too late and we will have to live with the consequences. Additional building will mean more hard surfaces such as tarmac, paths, patios etc which mean that excess water will have no where to soak away and increase the level of flooding. Even though I have fields around me. These are not adequate to avoid flooding. Further along the main road there is regular localised flooding around Coteshill Road/Plough Hill road.	Issues noted (See DLP61 & 65)

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP68	Mike Parker	Object			Rural Environment		<p>The disused rail track runs behind my house. This is regularly used by dog walkers /walkers in general, horses and cyclists and is vital for those who wish to be amongst nature as there is a wide variety of wildlife living on the embankment. It is also included in the North Warks rambling/walking leaflets. I also face onto Moor Wood where a variety of birds nest and other wildlife inhabit. I was as disgusted as my neighbour when told at a meeting that wildlife could move to Hartshill wood and I hope it was a flippant comment, ill considered non the less particularly to those that value our wildlife and the essential and positive impact they have on our environment. Perhaps profit comes before nature for some. The hedgerows behind me encourage wildlife and the removal/destruction of these together with trees and fields will adversely affect the eco structure and lead to more pollution in a world that is striving to be carbon neutral.</p>	<p>Concerns Noted. Impact on natural environment will be addressed through on-site specific or off-site works via financial contributions to restore or improve existing ecologies and environments. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. PROW's will be maintained. No automatic rights of access to use of private land. A Concept Master Plan, required by the Proposal will address some of the issues raised.</p>
DLP68	Mike Parker	Object			Local Community		<p>As I previously mentioned I have lived in the village for 18 years. The community is semi rural. Currently residents interact with each other in a variety of ways such as in the allotments, village shop etc. As houses are predominantly located either side of the main road thus facilitate the community spirit. The proposal will turn the village into a large sprawling estate that will unavoidably destroy our community. Houses on such a vast scale will be impossible to integrate into a cohesive village community</p>	<p>Issues noted (See DLP61)</p>
DLP68	Mike Parker	Object			Roads		<p>I live in an area where there have been rumours of an access to the proposed estate achieved by the demolition of my neighbours and potentially my house which has caused considerable worry. The roads are very busy with a lot of heavy vehicles such as quarry and logistics vehicles the addition of construction traffic in the quantity that will be needed for the extended period of building will put an enormous strain on the road systems around the village and local areas and it is vital that a review of, and changes to the roads to facilitate construction is undertaken before any construction starts</p>	<p>Issues noted (See DLP61)</p>
DLP68	Mike Parker	Object			General / Conclusion		<p>I am concerned that the area is being used to achieve government targets. That other areas such as Solihull are not building to the level required and so we are expected to take up the slack and be the Birmingham overspill, much as Stoneysdelph was 30 odd years ago. How does this support the need for housing for local people? In conclusion - I am not NIMBY ist. I do recognise the need for housing but a proposal that is fair, proportionate and sympathetic to our community is essential. Small development that is capable of being integrated into the community and supported by the infrastructure is desirable. This area if North Warks is known as one of the poorer areas and is bottom if the list when it comes to funding. I feel development needs to be spread around and the more affluent areas take there share. I would ask that you carefully consider the proposals and please please don't destroy our village, community, environment and wildlife and I sincerely hope that a compromise can be found.</p>	<p>Issues noted (See DLP61)</p>

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP69	Hanson UK	Support	15.55				Hanson UK supports the allocation of 30.6 Ha of land for housing development at Land Off Church Road, Hartshill	Support Noted
DLP69	Hanson UK	Support		LP39			Hanson UK own the freehold surface and minerals interest of land shown edged blue on enclosed plan B55/C.LSP. The area of land shown edged blue on the enclosed plan forms part of the proposed housing land allocation SAP H53 (Site HAR 3 ) in the proposed New Draft Local Plan. The area of land owned by Hanson UK is available for development to deliver the proposed housing allocation HAR 3.	Support Noted
DLP70	Tony Tomkinson	Object					I am sending this email to register my objections to the number of new houses that are proposed to be built. I understand that you have an obligation to build a number of houses however I think it is disgusting that we have to take some of Birmingham and Coventry allocation of houses. As far as my family and I are concerned is we don't have the infrastructure in place to cope with this amount of new builds. If this goes ahead I will never vote Conservative in the local elections ever again.	Concerns Noted. Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. Duty to Co-operate requires the Borough to work positively with adjoining authorities to consider and help address any shortfall they cannot accommodate. Impact reflects Boroughs situation lying within two Housing Market Areas (Coventry's and Birmingham's). Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues. No change proposed.
DLP71	Susan Adcock	Object		LP1-40 LP39		Hartshill and Anasley Common	The plan includes a large number of houses to be built in Anasley Common. This could cause potential flooding in the area, as when there is heavy rain the drains are already unable to cope and excess water drains down to Chapel End causing localised flooding. The road system is already stretched, especially around Plough Hill Road junction and through Hartshill for traffic going to the A5. The alternative route to the A5 is also over a single lane bridge, through narrow country lanes. The building of any new road out onto Anasley Common/Coleshill Road would involve the purchase of existing homes and only feed into the already overburdened aforementioned routes.	Issues noted.. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. Alternative site areas referred to lies within the Green Belt. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP71	Susan Adcock	Object		LP1-40 LP39		Hartshill and Anasley Common	Continued from above: There is a limited bus service, which is expensive to use so this would not provide a reasonable alternative to owning a car. Jobs are limited in the area therefore commuting to work would be necessary. There are already 78 homes due to be built in Anasley Common and around 400 in Hartshill, which will feed onto an already dangerous and overused road system. NHS services would be overstretched, especially with the George Eliot Hospital under threat of limiting its services, whilst Nuneaton has already had a very large new housing estate built on the A5 corridor. Another heavily used road. Schools would also have to be enlarged to accommodate extra children. One of the proposed sites also includes the recreation ground and well used allotments. To build on these would deprive the local people of much enjoyment and exercise and create needless distress, particularly amongst the more vulnerable in the society who gain much pleasure and enjoyment from both facilities. I noticed on the plan that very few homes were planned for Coleshill.	as above
DLP71	Susan Adcock	Object		LP1-40 LP39		Hartshill and Anasley Common	Would it not be better to place some here, or near to, as there is a good existing infrastructure of schools, shops and transport links. These include a convenient rail service to Birmingham, a regular and frequent bus service and a road network linking to major motorways. Country lanes would be under less pressure from increased traffic and commuters more able to access work without using a car.*	as above
DLP71	Susan Adcock	Object		LP40		Polesworth/Dorndon	The mentioned site takes in playing fields	Noted. Site referred to includes allotments not playing fields. Proposal is to relocate to north of A5, rear of former ambulance station, in a more accessible location to current settlement.
DLP72	Trustees of CJ Hall (deceased)	Object				Hurley (SIA 20)	Confirmation that site is available and would not harm the greenbelt	Site referred to lies within the Green Belt. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release. No change proposed.
DLP73	Peter Styles	Object		LP21	Neighbourhood Centre		One of the proposed sites also includes the recreation ground and well used allotments. To build on these would deprive the local people of much enjoyment and exercise and create needless distress, particularly amongst the more vulnerable in the society who gain much pleasure and enjoyment from both facilities.	Noted. Policy addresses retention and protection of existing services in Service settlements, to avoid further loss. Does not prevent redevelopment as long as either replacement services are provided or justification for loss and evidence of service/facility, and there is no longer a need or alternative provision is available elsewhere. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP74	Terra Strategic	Object		LP39		Land off Orton Road, Warton	I noticed on the plan that very few homes were planned for Coleshill. Would it not be better to place some here, or near to, as there is a good existing infrastructure of schools, shops and transport links. These include a convenient rail service to Birmingham, a regular and frequent bus service and a road network linking to major motorways. Country lanes would be under less pressure from increased traffic and commuters more able to access work without using a car.	Noted. Board Report addresses new site issues and responses.
DLP75	Maximus Group Ltd	Support/ Comment	9.4				The significant change that will be brought about by the construction of HS2 and associated development is acknowledged in the consultation document. At Paragraph 9.4, the Local Plan highlights that the development of UK Central and the HS2 Interchange Station will change the local market and will provide opportunities to diversify the local economy for different types of employment growth. It goes on to stress that the Borough Council is keen to exploit these opportunities	Issues noted
DLP75	Maximus Group Ltd	Object/ Comment	12.16				We wholeheartedly support this objective, but consider that the Local Plan as currently drafted fails to adequately respond to the opportunities presented by HS2 and the ambitions for UK Central. The Local Plan does not include any land use policies or allocations aimed at supporting the growth around the Birmingham Interchange Station. On the contrary, the Local Plan specifically states at Para 12.16 that "pressure for development around the new HS2 railway station at the NEC will be resisted". We believe that the Council's aim to maximise opportunities presented by HS2 is in direct conflict with the Local Plan's approach to resisting any development around this main railway hub. Once constructed, UK Central and the HS2 Interchange Station will be a highly sustainable location providing high quality employment and housing and excellent public transport accessibility. Our client's land at Quartz Point is located immediately adjacent to UK Central and the HS2 Interchange Station and provides an excellent opportunity to	Support for objective noted. However, site referred to lies within the Green Belt. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release. No change proposed.
DLP75	Maximus Group Ltd	Object/ Comment	12.16				Continued from above: make the best of the opportunities presented by HS2. We consider that the Quartz Point site should be removed from the Green Belt and allocated in the Local Plan for employment uses as further outlined below and in the Supporting Statement	As above

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP75	Maximus Group Ltd	Object/ Comment		LP2			Overall, we agree with the settlement hierarchy set out at Policy LP2 of the consultation document. Policy LP2 seeks to focus development in the market towns of the Borough (Category 1), but also acknowledges that settlements adjoining the outer boundary of the Borough can provide a sustainable option for growth (Category 2). That said, we consider that in identifying Category 2 settlements the Local Plan has ignored the plans for UK Central and the proposed HS2 Birmingham Interchange Station located just across the boundary in the Metropolitan Borough of Solihull. Immediately adjacent land within North Warwickshire could be integrated into the wider proposals for this area, but the Local Plan does not consider any changes to Green Belt boundaries in this location or make any allocations adjacent to this growth focus of regional (if not national) importance. Quartz Point is a partially developed site, which is already located at the edge of the built-up area of Birmingham and is clearly separated from the more rural areas of	Noted. Site referred to lies within the Green Belt. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release. No change proposed.
DLP75	Maximus Group Ltd	Object/ Comment		LP2			Continued from above: North Warwickshire by major road infrastructure. We consider that the site could form part of the wider sustainable growth proposals for UK Central as it presents a logical extension to Solihull's Arden Cross proposals.	as above
DLP75	Maximus Group Ltd	Object		LP6			As set out at Policy LP6, the Local Plan seeks to provide for 90 hectares of employment land over the plan period (2011-2031). This will address local employment land requirements and also provide some assistance to Tamworth Borough Council in meeting its employment land needs. However, as highlighted at Para 7.48, the North Warwickshire Local Plan does not make provision to meet wider than local needs, which the Council considers do not necessarily need to be met within North Warwickshire. As highlighted by the consultation document, recent sub-regional employment land studies have highlighted a severe shortage of land to meet strategic employment land requirements. The Coventry and Warwickshire Employment Land Use Study (August 2015) concluded that in order to build on the very positive growth of key sectors in recent years and achieve ambitious plans for the area, currently proposed sites needed to be delivered and future sites identified. The West Midlands Strategic Employment Sites Study	Noted. Site referred to lies within the Green Belt. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstance to be applied to warrant Green Belt release. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP75	Maximus Group Ltd	Object		LP6			Continued from above: (September 2015) identifies the M42 belt as one of the areas of highest demand. It notes at Paragraph 4.87 that "this area is experiencing strong levels of demand from both distribution specialists and a resurgent manufacturing sector". These sub-regional employment land studies clearly highlight a need to identify additional strategic sites to meet the growth aspirations of the area. We recognise that North Warwickshire has taken steps to address the urgent need for strategic employment sites by allocating land at Hams Hall and Birch Coppice. Planning permission was also recently granted on appeal for a significant employment proposal to the east of Junction 10 of the M42. However, we consider that whilst these sites will provide some additional employment land supply, the case for identifying further sites remains strong. The recently published Land Commission Report highlights the need for a step change in the delivery of employment sites. The report stresses that ensuring a good supply of employment premises, in the right place, at the right price, at the right time and to the right specification, is essential to the	as above
DLP75	Maximus Group Ltd	Object		LP6			Continued from above: growth of businesses in the West Midlands. It continues to note that "the shortfall of land for employment space is at least as pressing as the shortage of land for new homes, and possibly more so". In light of this sub-regional evidence base, we consider that the North W Warwickshire Local Plan does not do enough to respond to the urgent sub-regional need for employment land. The Quartz Point site, which is already an established office location presents an excellent opportunity to deliver additional employment growth within North Warwickshire, particularly given its location immediately adjacent to the planned HS2 Birmingham Interchange Station and UK Central proposals. This site should therefore be allocated to assist sub regional needs for employment land.	as above
DLP75	Maximus Group Ltd	Object		LP40			As set out in our response above, it is considered that the overall employment land requirement should be increased and additional employment sites identified to address a shortage in employment land supply in the wider area and assist in the delivery of sub regional growth objectives. Land at Quartz Point provides a suitable and sustainable development option and a great opportunity for investment in the Borough which could support the wider ambitions for UK Central and the HS2 Birmingham Interchange Station site. The site is located in the Green Belt, but given the fact that it comprises of partially developed land and is bounded by major roads that sever the site from the wider countryside to the east, we consider that this particular parcel of land makes a very limited contribution towards the purposes of including land within the Green Belt. Accompanying these representations is a Site Specific Supporting Statement that assesses the development opportunity provided by Quartz	Issues noted. Disagree. Plan focus is on North Warwickshire needs and requirements. Plan allocations enable a range of opportunities to come forward that will potentially satisfy both local and sub-regional needs. Very Special circumstances not considered established to warrant Green Belt release. Sufficient sites currently allocated to deliver employment needs. No change proposed.

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP75	Maximus Group Ltd	Object		LP40			Continued from above: Point. It demonstrates that the site provides an opportunity for sustainable development immediately adjacent to the HS2 interchange site, has no land ownership or technical constraints that cannot be addressed, and performs very poorly in Green Belt terms. It is concluded that the site offers a sustainable location for new employment and it should therefore be removed from the Green Belt and included in the North Warwickshire Local Plan Review as an additional employment allocation at Policy LP40.	as above
DLP75	Maximus Group Ltd	Object		SA			As outlined in these representations we consider that the Quartz Point site provides a suitable and sustainable option for employment growth. It should therefore be considered through the Sustainability Appraisal. We consider that an assessment of the site against the SA Objectives would show that the site scores highly and has clear advantages given its partially developed nature, previous uses and containment by major roads. Particularly, we consider that it would score highly with regard to landscape (SA Objective 7), biodiversity (SA Objective 9), making efficient use of land (SA Objective 10), pollution (SA Objective 11) and in the longer term sustainable transport (SA Objective 15)	Disagree. Plan allocations enable a range of opportunities to come forward that will potentially satisfy both local and sub-regional needs. Very Special circumstances not considered established to warrant Green Belt release. Sufficient sites currently allocated to deliver employment needs including to address element of Birmingham housing shortfall. No change proposed.
DLP76	R Torikidsen Historic England	Support			Spatial Vision		HE welcome the proposed vision to drive the plans positive strategy for the conservation and enjoyment of the historic environment	Support noted
DLP76	R Torikidsen Historic England	Support			Strategic Objectives		HE welcome the Objective 5 to drive the plans positive strategy for the conservation and enjoyment of the historic environment including assets most at risk through neglect	Support noted
DLP76	R Torikidsen Historic England	Comment			LP39	Britannia Mill	Historic England suggests that the residential capacity for the conversion is expressed as an approximate figure as the form of any future development will need to be informed by a robust heritage assessment (informed by legislation, national policy and guidance), and a conservation management plan, the requirement for which should be expressed in the Plan itself.	Issue noted. Planning consent has now been granted for conversion and partial redevelopment of site.
DLP76	R Torikidsen Historic England	Object			LP39	ATH20	For soundness any required mitigation and opportunities for enhancement should be reflected in the Plan's policy.	Issue noted. Policy/Proposal text and Reasoned Justification will be clarified. A Concept Plan/Master Plan is required for the site which will help address this issue. Further work is underway on Historic Environment and will help inform Plan.
DLP76	R Torikidsen Historic England				LP39	Blytheways	The Plan makes no reference to how development should respond to the affected heritage assets to ensure the allocations might accord with the expectations of national policy for the historic environment	Concerns noted. Further work is underway on Historic Environment and will help inform Plan. Planning application currently submitted on site.



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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP76	R Torkildsen Historic England				LP39	Land to the east of Pol/Dor	<p>Historic England recommends that statutory provisions and national policy are addressed and that appropriate evidence is gathered and applied in order to make the plan sound.</p> <p>Historic England recommends reference to : The Historic Environment and Site Allocations in Local Plans, Historic England Advice Note 3 (October 2015). <a href="https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/">https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/</a> and Historic Environment Good Practice Advice in Planning Note 3 The Setting of Heritage Assets (March 2015) <a href="https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/">https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/</a></p>	<p>Concerns noted. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment regarding setting assessments and will help inform Plan.</p>
DLP76	R Torkildsen Historic England				LP39	Former Learning Centre, POL	<p>Due to the considerable sensitivity of this site we would suggest that the key design principles are more explicit, responding to the recommendations in the Historic Environment Assessment (Oxford Archaeology August 2014).</p> <p>Text which may be considered might include: <b>Any future development should complement the setting of St Edith's church, and former Abbey and the character and appearance of the Polesworth Conservations Area retaining key views and the old school buildings.</b></p> <p>Such a response would be consistent with NPPF paragraph 129 and PPG Paragraph: 010 ID: 12-010-20140306010 "Where sites are proposed for allocation, sufficient detail should be given to provide clarity to developers, local communities and other interests about the nature and scale of development (addressing the 'what, where, when and how' questions)".</p>	<p>Concerns noted. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment regarding setting assessments and will help inform Plan. Policy/Proposal text and Reasoned Justification will be clarified.</p>
DLP76	R Torkildsen Historic England				LP39	Church Farm, Baddesley, HAR3, Newton Regis	<p>To inform the principle, and without prejudice the appropriate design response, Historic England recommends that statutory provisions and national policy are addressed and that appropriate evidence is gathered and applied. Historic England recommends reference to : The Historic Environment and Site Allocations in Local Plans, Historic England Advice Note 3 (October 2015). <a href="https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/">https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/</a> and Historic Environment Good Practice Advice in Planning Note 3 The Setting of Heritage Assets (March 2015) <a href="https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/">https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/</a> Historic England recommends reference to : The Historic Environment and Site Allocations in Local Plans, Historic England Advice Note 3 (October 2015).</p>	<p>Concerns noted. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment regarding setting assessments and will help inform Plan.</p>

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REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP76	R Torkildsen Historic England				LP39	Church Farm, Baddesley, HAR3, Newton Regis	Continued from above: <a href="https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/and-historic-environment-good-practice-advice-in-planning-note-3-the-setting-of-heritage-assets">https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/and-historic-environment-good-practice-advice-in-planning-note-3-the-setting-of-heritage-assets</a> (March 2015)	as above
DLP76	R Torkildsen Historic England				LP39	Kingsbury Hall	<a href="https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/">https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/</a>	Concerns noted. A number of constraints impact the sites deliverability. Following further discussion with Historic England it is clear that there is insufficient evidence to allocate further land for development to assist the Hall being completed and thus taken off the Buildings at Risk register. Site is proposed to be dropped from Plan allocation. Board report addresses this issue.
DLP76	R Torkildsen Historic England				LP40	Coleshill	The Grade II Listed St John the Baptist and Cross are within approximately 200 metres of this site. The Local Authority will need to consider and demonstrate the potential impact of this sizeable allocation on the setting of these designated heritage assets and whether any mitigation or design parameters are necessary.	Concerns noted. Planning consent has now been granted for redevelopment of site and release from Green Belt.
DLP76	R Torkildsen Historic England				LP40	Land south of A5 Dordon	Due to the proximity of the Dordon Hall Grade II Listed complex great care will be required to ensure any adverse impact on its setting is addressed ensuring its significance and future viability is not unduly compromised. This should be reflected in the Plan.	Concerns noted. A Concept Plan/Master Plan is required for the site which will help address this issue. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment Assessment regarding setting assessments and will help inform Plan. Policy/Proposal text and Reasoned Justification will be clarified to reflect concern/issue.
DLP76	R Torkildsen Historic England				LP40	Land at Mira	This allocation off the Roman Road will need to ensure potential archaeology of importance is investigated prior to development in accordance with national planning policy expectations. As the Caldecote estate and Grade II* St Chads Church is approximately half a mile from the site the wider landscape impact will need to be considered and development moderated accordingly.	Concerns noted. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Further work is underway on Historic Environment regarding setting assessments and will help inform Plan.
DLP76	R Torkildsen Historic England				LP13		Potential new text. If the building is a designated or a non-designated heritage asset, that may or may not be formally recognised formally as a locally important building, its historic and architectural significance should be conserved in accordance with Heritage Policy LP15.	Issue noted. Policy/Proposal text and Reasoned Justification will be clarified. Further work and discussion is underway on Historic Environment regarding setting assessments and will help inform Plan.
DLP76	R Torkildsen Historic England				LP15		Conserving the Historic Environment - suggest rewording "Great weight will be given to the conservation of the Borough's designated heritage assets. Any harm to the significance of a designated or non-designated heritage asset must be justified and will be weighed against the public benefits of the proposal. Where a proposal affects the significance of a heritage asset...."	Issue noted. Policy/Proposal text and Reasoned Justification will be clarified. Further work and discussion is underway on Historic Environment regarding setting assessments and will help inform Plan.

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP77	Kurt & Lynda Lovach						<p>We oppose the large number of extra houses being imposed on us by neighbouring authorities. We have redistribution from Greater Birmingham, other parts of Warwickshire, Coventry, not to mention Tamworth. This has enormously increased the building we would expect to see in North Warwickshire and we are being asked to accept a disproportionate amount in this area of the county. Further south the county is largely protected by Green Belt status, which puts extra pressure on our open spaces and agricultural land. We are situated close to Tamworth, who have built on every bit of their available land. So where will they build in the future? There are already plans for phases 1 &amp; 2 of Alvecote Place to be built in the meaningful gap between Tamworth and Polesworth. We understood that this area was protected under the Core Strategy. We read recently in one of your documents, a reference to development of Alvecote Place along Robeys Lane, subject to vehicular access being only through the development on the former Amington golf course.</p>	<p>Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Board Report addresses some of these issues. Site at Robey's Lane does seek access through Golf Course site, which will be maintained, but pressure to access direct to B5000 currently reflected in current application submitted in Meaningful Gap adjoining site. No change proposed.</p>
DLP77	Kurt & Lynda Lovach						<p>Continued from above: Is this still a condition of the development? Yes, phase 1 is on the east side of Robeys Lane so access is across Robeys Lane. Somehow the developers expect all the traffic, both construction and residents, to travel south to the B5000. We know that traffic heading north will consistently seek to make its way northwards via Alvecote and Shuttington, as it does already. We have documented evidence of a considerable amount of construction traffic accessing Amington Golf course development, taking a short cut through Shuttington despite a 7.5 tonne weight limit.</p>	<p>as above</p>
DLP77	Kurt & Lynda Lovach		Point 1.4				<p>Point 1.4 says "improvements to infrastructure will be fundamental to achieving our ambitions for shaping the borough to 2031 ... where necessary to be delivered in advance of development." We do not see any proposals which will help protect the rural communities in the north of the borough from these developments. Shuttington and Alvecote Parish Council recently contacted Warwickshire Highways to request a meeting to discuss possible solutions to the traffic problems we are experiencing and were told "We no longer offer this service". This does not exactly fill us with confidence for the future road infrastructure.</p>	<p>Issue noted. Unclear as to which document Point 1.4 is taken from, as not in para 1.4 in New draft Local Plan. Nevertheless, Infrastructure is a key issue that is being addressed through the IDP. Local Plan Strategic Transport assessment aims to address the transport infrastructure issues, needs and impact of development in the Borough. Board Report addresses some of these issues. Management of traffic flows and network is a responsibility of Warwickshire County Highway Authority.</p>

# North Warwickshire Draft Local Plan Representations

REF	NAME/ORGANISATION	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	PROPOSED RESPONSE
DLP77	Kurt & Lynda Lovach		5.8				Para 5.80 of the Draft Site Allocations Plan refers to an allocation of 10 houses for Shuttington. We agree that this figure is in proportion with the size of our village and the "limited services" available. In particular the local bus service is no longer convenient much of the time as much of the service takes the long route to Tamworth, taking one hour. This is no way to encourage people to use the bus; buses passing our house are often empty of passengers. We are slightly concerned that in addition to the site adjacent to Manor Farm buildings, you refer to "an alternative option central to the village which would require demolition of an existing dwelling to enable access." We understand this to refer to number 23 Main Road, and the field to its rear, i.e. SHUT2. 23 Main Road is a 300 year old property which should be listed as part of it has an A frame and it is one of the few remaining older properties in the village. Demolition of this property would be a loss to the village heritage and would bring more traffic into the village on the part of Main Road which is experiencing severe	The current consultation is on the Draft New Local Plan 2016, not the Draft Site Allocations Plan 2014. Shuttington proposed to accommodate approx 24 units on extended site south of village hall. No other sites currently allocated although alternatives have been considered as noted. Properties of local historic interest can be identified on a "Local List" through neighbourhood plan process or similar and addressed by Policy LP15. No change proposed
DLP77	Kurt & Lynda Lovach		5.8				Continued from above: congestion at present. Any building on this side of the village would exacerbate the problems we are already experiencing with sewage capacity.	as above
DLP77	Kurt & Lynda Lovach				SA		North Warwickshire's Draft Local Plan Sustainability Appraisal Report Table 5.12 "Shuttington Preferred and Not Preferred Residential Sites" presents a confusing assessment of the preferred and not preferred sites within the parish. There is no key and we would appreciate an explanation for the reader of the significance of + - 0 ? - 0? and the shading pale green, dark green, yellow, orange, red and pale lilac? However, we do agree with the designations of preferred and not-preferred sites.	Noted. SA Responses are addressed in Table and Appendix for Board Report. A Sustainability User Guide is provided to help and explanation of detailed Appraisal methodology included in Main SA Report in Chapter 2, page 13. No change proposed.
DLP77	Kurt & Lynda Lovach				IDP		We find it very confusing that Appendix D of the Draft Infrastructure Delivery Plan quotes a figure of 24 houses for Shuttington. Where did this come from? We consider that figure to be unsustainable for this village and its limited amenities.	Noted. Figure relates to level of housing expected on allocated site at gross 30 dwellings per hectare. Standard housing density applied to allocations in Plan. No change proposed.
DLP77	Kurt & Lynda Lovach			LP2			We totally support the role of the Local Plan policy LP2 which aims to focus development within the market towns "to facilitate walking, cycling and the use of public transport.	Support noted
DLP77	Kurt & Lynda Lovach						Finally, we find the whole consultation process very confusing with a plethora of different documents, with similar titles and many seeming to contradict each other. It would be good practice and help members of the public if a recognised and easily understandable document referencing/numbering system was in force. Confusion is compounded when a click on the website link to "Online Response Form" brings up a form headed November 2016 with only bullet point responses.	Concerns noted. Form provides some structure and guidance only for responses. Full letter submissions accepted as are e-mails. Future Plan referencing will be addressed.