



coleshill
Neighbourhood
Plan

**SHAPING THE FUTURE OF COLESHILL
2015-2030**



FOREWORD

BY CHAIRMAN BILL RICHARDS

This document is Coleshill's first Neighbourhood Plan. It reflects the opinions of the people of Coleshill and sets out proposals to safeguard the future of our town. For the first time in Coleshill's history, residents will have had a real opportunity to guide the planning and development of the environment in which they live.

In 1207, the Town of Coleshill received a Royal Charter from King John. This gave authority for regular markets to be held in the parish. In September 2007 Coleshill residents and friends enjoyed a wonderful day of medieval celebration on the Croft to mark the 800th anniversary of that award.

Moving ahead to 2014, North Warwickshire - our planning authority - adopted a Core Strategy which set out planning policies for the next fifteen years. In that paper Coleshill is described as a 'Market Town in the Green Belt'. So, eight centuries after receiving its charter Coleshill is still recognisable as that same market town within clear historical boundaries.

National and local regulations do allow local residents to comment on planning applications where they live. However, it has always been much more difficult for communities to affect and direct broader policies of planning within their own locality. For the first time, the Localism Act 2011 gives local people an opportunity to have a real influence in shaping the place where they live and work for the next fifteen years. The decision to create a Coleshill Neighbourhood Plan was made precisely for that reason. It incorporates details of the type of development people would like to see in the town - and also which features and services should be protected.

Coleshill's Neighbourhood Plan has been constructed from the evidence base provided by local people when completing their questionnaires. The Steering Group's task has been to identify and include your proposals in a strategy, which will allow our community to develop in an individual and sustainable way.

Our surveys have shown that people like living in Coleshill because it does have a friendly atmosphere and unique identity - and they really want to retain that 'community feeling'. The Royal Charter will have its 900th anniversary in 2107. When that time arrives, let us hope that this and subsequent Neighbourhood Plans will have helped to protect Coleshill's historical boundaries and ensured that Coleshill is still recognisable as a 'Market Town in the Green Belt'.

**Bill Richards,
Chairman
Coleshill Neighbourhood Plan Steering Group**



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CONTENT

COLESHILL NEIGHBOURHOOD PLAN

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USERS GUIDE

COLESHILL NEIGHBOURHOOD PLAN

Key

We have tried to make Coleshill's Neighbourhood Plan as user friendly as possible. Quotes, facts and additional information have been colour coded as follows:



Have Your Say! Quotes taken directly from our questionnaires



Facts and historical information about Coleshill



Statistical information from the questionnaire responses



Supporting information from external bodies such as NWBC



Additional explanation from the steering group to support some proposals

Glossary

NWBC: North Warwickshire Borough Council

CNPSG: Coleshill Neighbourhood Plan Steering Group

NPQ: Neighbourhood Plan Questionnaire

CIL: Community Infrastructure Levy

CNPQ: Coleshill Neighbourhood Plan Questionnaire

WCC: Warwickshire County Council

NPPF: National Planning Policy Framework

Coleshill Neighbourhood Plan Steering Group.

Chairman: Bill Richards

Members: Derek Axe, Barry Gascoigne, Maureen Gascoigne, John Hoyle, David Simkin, Mike Walpole, Kirsteen Wootton.

Coleshill Town Cllr. Adam Richardson.

Administrator: Zoe Hillcox (Deputy Town Clerk, Coleshill) Kate Shtrezi

Town Planning Adviser: Dominic Moore (Ascension Planning)

Special thanks: Lorraine Fox (Meridian Travel), Stuart Tait (formerly Coleshill School), Richard Harwood and the Coleshill Post.

Contributions from: Cllr. Harry Taylor and Cllr. John Truman

TIMELINE

COLESHILL NEIGHBOURHOOD PLAN

Moments in Coleshill's History

BC Iron age community established

AD Roman Fort and temple on Grimstock Hill

1086 Domesday Book describes Coleshill as a Royal manor

1207 Royal market charter

1340 Parish Church now a substantial building on Church Hill

1520 Coleshill Grammar School founded

1600 Coleshill has a stone bridge over the River Cole

1743 Coleshill to Lichfield Turnpike opened

18th Century now a fashionable Georgian market town and stagecoach stop

19th Century railway by-passes Coleshill

1911 Population 2886

1950s Residential and industrial estate expansion

1969 Town Centre Conservation area established and expanded in 1980

1993 Power station closed and replaced with Hams Hall

distribution centre

2003 M6(T) opened

2007 Coleshill Parkway station opened

2011 Population 6481 and 3019 dwellings

The History of Coleshill Town Hall

Coleshill Town Hall was completed on 28th November 1925 by John Sumner and officially opened by newspaper magnate Sir Edward Iliffe MP on 17 June 1926. The hall was established partly from public subscription and had trusts in place to ensure its use for community purposes throughout its 20th century life.

The hall was used by the local magistrates, sitting for Petty Sessions. The magistrates had summary justice at their disposal, should they deem an offence not serious enough to refer to a higher court. Typically it would be applied in cases of drunkenness or vagrancy.

INTRODUCTION

A NOTE FROM THE STEERING GROUP

The Localism Act 2011 gave local authorities the option to develop a Neighbourhood Plan (NP). In 2012 the Government published a new National Planning Policy Framework (NPPF) which set out planning policies for NPs to follow. The Plan must reflect the views of the local community and will only be registered when it has passed public consultation and independent inspection. More importantly, a local referendum will be held and all people on Coleshill's electoral roll will be invited to vote.

Coleshill Town Council decided to accept this challenge and in 2012 a community wide steering group was established under the Chairmanship of Cllr. Bill Richards.

In 2013 leaflets and posters promoting a Coleshill NP were published and, in July 2013, questionnaires were delivered to every household and an on-line 'Survey Monkey' was made available. During June 2013 an exhibition was held in the town hall and an open invitation extended to all residents. The finale was a town-wide tour of an open-topped bus complete with members of the town band to promote the completion of the published questionnaire.

In 2015 the questionnaires were collated with the support of 'Ascension Planning,' paid for by Government grant. During 2015 and in liaison with NWBC, several drafts were produced before the publication of a consultation report within the pages of the local 'Coleshill Post' during November. This four-page insert invited residents to make comments on the key findings of the plan to date. In this way the NP does reflect the wishes of the people of the town and seeks to support a strong and healthy community with a planned longer-term housing policy and an appropriate level of local service support.

This is Coleshill's first NP. Following the approval of residents, it hopes to guide development here for some 15 years, subject to review when circumstances change.

OUR TOWN

A BRIEF INTRODUCTION

Coleshill is an Iron Age and Roman settlement at the heart of England, eight miles east of Birmingham city centre as the crow flies.

By the time of the Domesday Survey of 1086, the Manor of Coleshill was substantial. In 1207 the town received a charter from King John which granted market town status, probably recognition of significant economic activity already taking place in the village.

It runs north to south along the lines of its original medieval layout, separated from the West Midland conurbation on its west and north sides by a green corridor in which runs the River Cole, a band of meadowland, three motorways and part of the projected route for HS2.

To the east is the River Blythe and the North Warwickshire green belt.

Nearby, further north, lies Hams Hall, a national rail freight terminal and distribution park. Birmingham International Airport and the National Exhibition Centre lie to the south.

Architecturally, and despite the efforts of 1960s town planners, Coleshill still displays a variety of buildings which vary greatly in type, size and age. The centre is dominated by Georgian townhouses and a fine medieval church.

This historic inheritance is reflected in the many listed buildings and in the two conservation areas with the town boundaries.

Coleshill is still recognisable as a 'greenbelt market town' in the local plan: the High Street continues to service the locality with a range of small shops, businesses, a number of public houses, public and private sector service facilities, and two hotels.

The conservation area forms a small historic enclave within a larger linear settlement of mostly mid to late 20th century housing development - part of Birmingham's post-war overspill. To the north of the river at Cole End and Grimstock Hill, housing is accompanied by a large industrial estate.

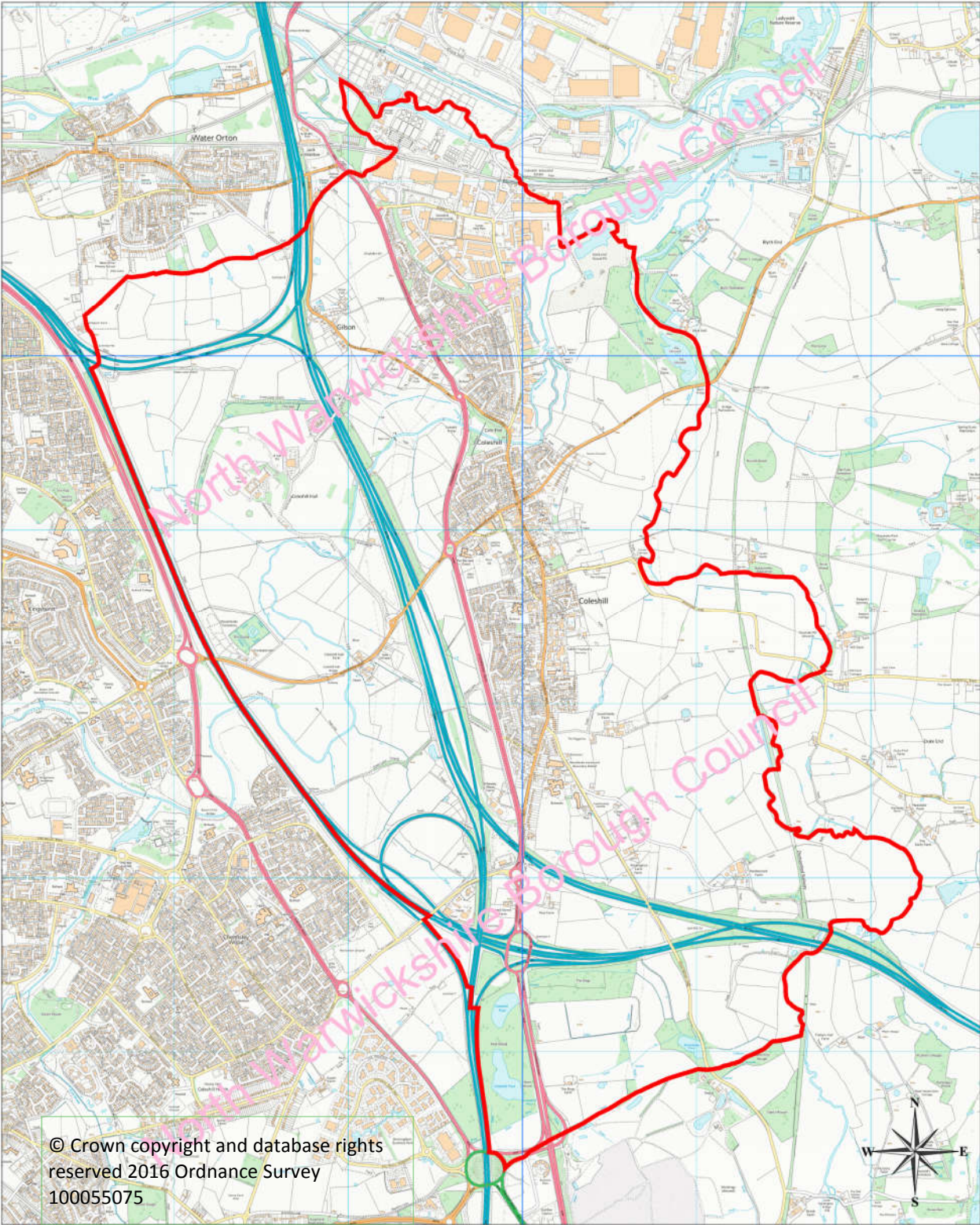
2011 Census

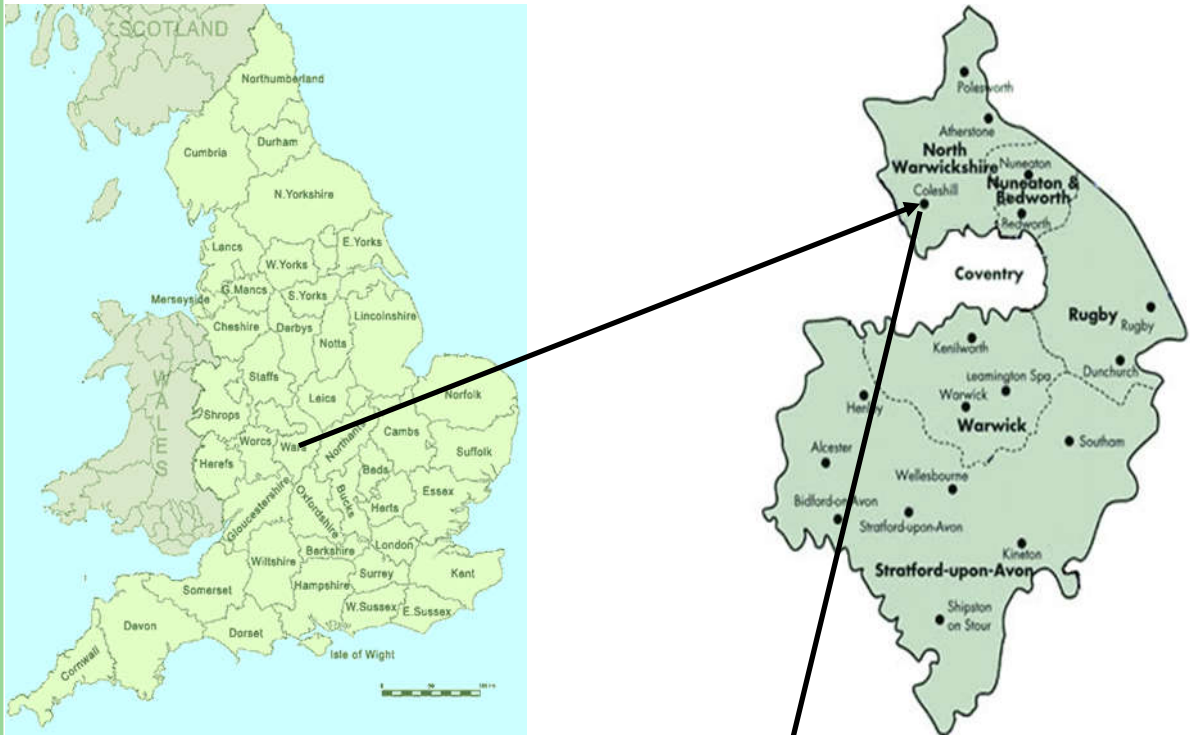
Coleshill has 6481 residents and 3019 dwellings

Church Hill
Farmers'
Market



Coleshill Approved Designated Area





Coleshill in relation to North Warwickshire and the rest of the UK

COLESHILL

THE CHARACTER OF THE TOWN

Throughout the surveys a common theme was identified: Coleshill is a good place to live, still has a recognisable and individual identity, and is a friendly community.

These need to be protected and enhanced. The proposals set out here will achieve this and preserve the town's character.

Developments, particularly of housing, should enhance and sustain Coleshill's market town character, as well as being of good quality. More detail on this is provided in the housing section.

Design and development

Development must contribute to the character of Coleshill as a whole in order for the town to grow in a sustainable and recognisable manner, particularly in the conservation and established housing areas.

Traditional shop frontages on the High Street



Have your say!

“The town has an identity and those who live in the town have a sense of belonging. The centre has a number of buildings which give it a rich sense of past and add measurably to the environment of those who currently live there.”

Neighbourhood Plan Questionnaire Responses

Q: What do you like about Coleshill?

Of the 440 returned questionnaires:

37% liked the friendly people and community spirit

28% liked the history, architecture and character of the town

Each distinct part of Coleshill has its own strength and style. Design and Access Statements which accompany planning applications should take into account and encourage a site appraisal which identifies opportunities and constraints for development and design.

Development must also support the town centre as the focus of activity and the location which attracts residents and visitors. This reflects the concerns of residents about the quality and design of new developments, the density of future housing, car parking facilities and impact on the landscape. These are picked up later in this plan.

These concerns are not limited to residents. The National Planning Policy Framework and the core strategy of North Warwickshire Borough Council (NWBC) contain guidance on good design. The design of any future developments as amended by the plan should be taken into account by NWBC and the Town Council in determining planning applications.

Most of Coleshill's history and character is concentrated in the conservation area introduced in 1969 and extended in 1980. The character of the town is one of our most important and protected assets. The boundary of the current conservation area broadly corresponds with the extent of built development as it existed in the late 19th and early 20th century.

Have your say!

"It is my hometown and oozes with historical meaning."



The stocks on Church Hill

The History of Coleshill

Coleshill was granted a market charter by King John in 1207, alongside Liverpool, Leek and Great Yarmouth.

During the era of coaching and the turnpike trusts, Coleshill became important as a major staging post on the coaching roads from London to Chester, Liverpool and Holyhead. At one point there were over twenty inns in the town. The Coleshill to Lichfield Turnpike dates from 1743.

Source: Coleshill Town Council website

It forms a small historic conclave with a large number of listed buildings within a larger linear settlement comprising mostly mid-late 20th-century housing development. To the north of the River Cole, housing is adjacent to a large industrial estate.



Cole End Bridge

Development proposals which may affect a listed building or its surroundings must be given very careful consideration at the design stage. Historically correct materials and proportions should be an intrinsic condition of any such design and where appropriate new buildings must contribute positively to the historic character of the area.

Countryside Boundaries

Coleshill has amazing views of open countryside, particularly at the eastern and southern boundaries. We value this. NWBC is undertaking a Green Belt review in partnership with other Warwickshire authorities which will ensure a consistent approach to any Green Belt release in the future.

Development should ensure that the historic views into the town from the neighbouring countryside are maintained. Developments which can be seen from approaches to the town should be in scale with surrounding buildings.

Have your say!

What do you like about Coleshill?

“The town is not too large so there is a good sense of community. It is separated from the urban sprawl of Birmingham by fields and the motorways. It has a town centre with most of the necessities for everyday living and attractive buildings. This makes it a pleasant place to live.”



Cottages and the site of the old mortuary on Parkfield Road/Sumner Road junction

Georgian Coleshill

It is essential that development within or surrounding the town should be carried out in a manner not detrimental to the historic values of the area and does not impact on our heritage.

The centre of Coleshill, at the heart of the conservation area, is Church Hill. Historically this has been the most prestigious part of the town - and by definition the area most in need of protection. There are a number of featured buildings.

The original Market Hall was converted to its present use by the Digby family in the latter part of the 19th century. It is a great asset to the town and home to the Coleshill's Civic Society, it also houses the Heritage Centre and archive room, while Coleshill's pillory is displayed on the front of the building.

The Old House is a small Georgian town house attached to the Market Hall. It is a three storeyed building with a stucco façade. It is very plain in appearance, but internally there are many fine Georgian features. It is currently home to EDS Solicitors.

Have your say!

Q: What do you like about Coleshill?

“The Georgian 'feel' to the place. To keep the High Street as an example of Georgian architecture [and before] and use facades if needed for future development to retain its 'look'. The wall around the church and the gravestones in the immediate vicinity of the church.”



The Star Inn, now HSBC

Devereux House is a fine town house built at the beginning of the 18th century. It was occupied by six generations of the Barker family, who practised medicine until 1884.

Old Bank House is rare in style in Coleshill. It has a large number of architectural features and was always the home of notable townsfolk. The Coleshill Civic Society was formed to ensure the future of this impressive three-storey building.

The Old Grammar School is an imposing 18th century building adjoining the churchyard, looking down Church Hill. The school was closed in 1956, and is currently used as office accommodation.

St. Peter and St Paul's Church is at the top of Church Hill. Its steeple stands high against the sky line and is the most notable symbol of our town. There is a much-loved war memorial adjacent to the road and the stone wall marking the boundary of the churchyard is weathered and splendid. Entrance to the church is from Church Hill and lines of cars for weddings and funerals regularly take advantage of the wider, safe access to the church.

The Swan Hotel is on the High Street, facing up Church Hill. A fine Georgian building in the heart of the town built at the beginning of the 18th century, it played an important part in Coleshill's coaching history. A large front door has replaced the arch which originally gave coaches access to the stabling yard behind.

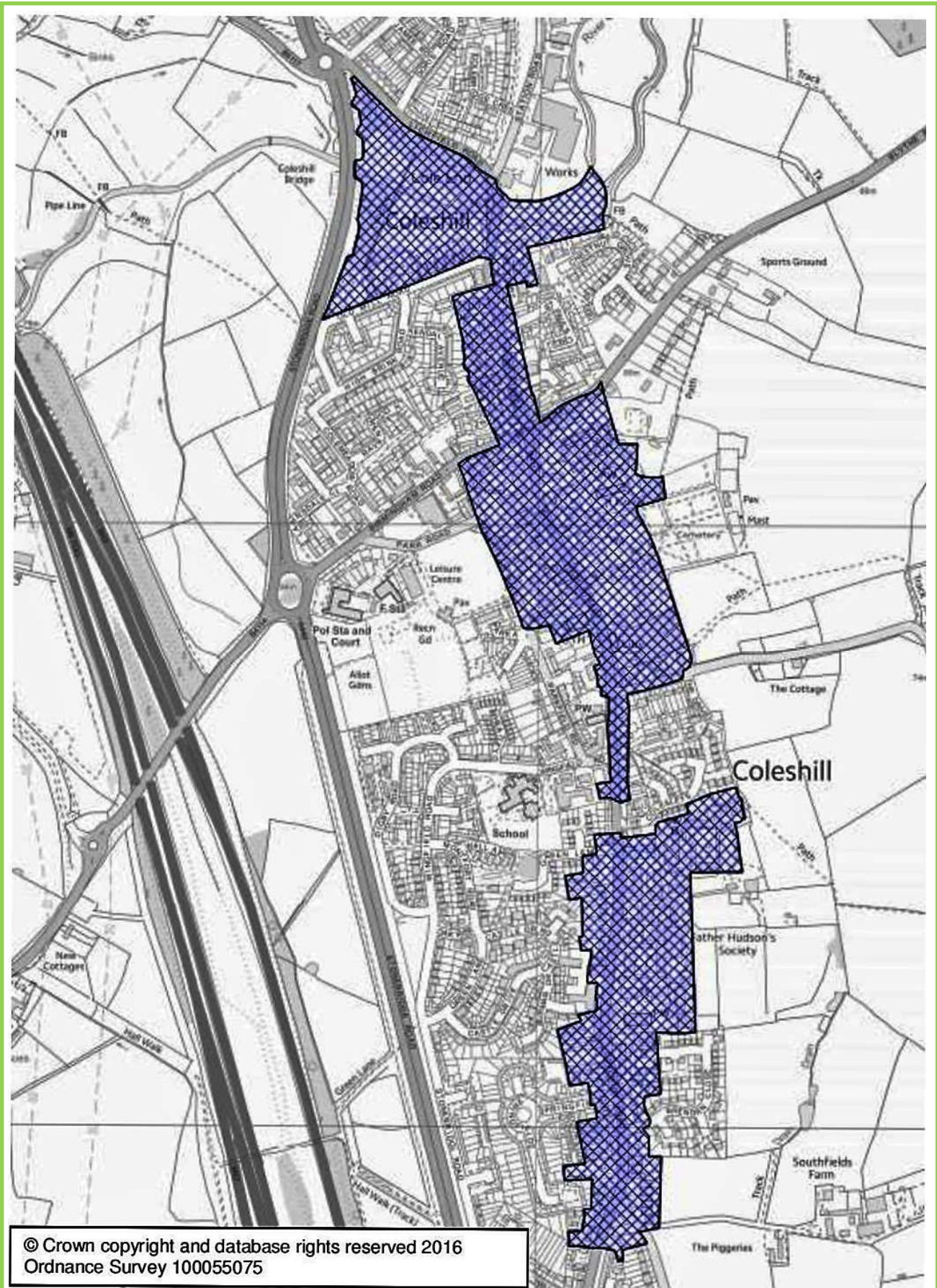
The access to the High Street from Church Hill allows little space for manoeuvre. Currently vehicles from Church Hill are only permitted to turn left onto the High Street. Larger vehicles have to wait until both sides of the High Street are free from traffic before attempting the turn.

Have your say!

“Preserve the green areas and historical buildings in the High Street and surrounding roads, such as the beautiful Georgian Houses.”

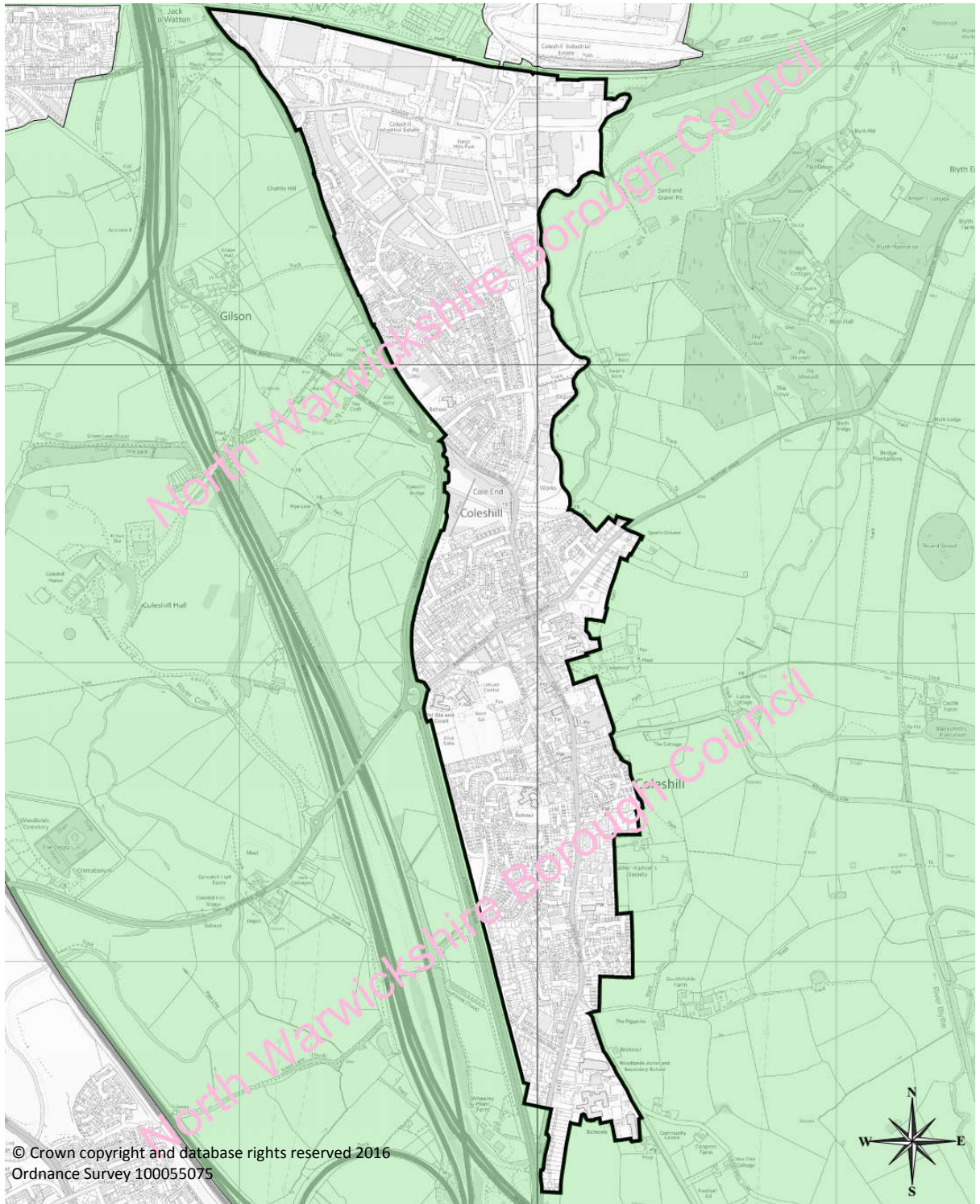


Old Bank House as it stands in Church Hill now



Coleshill's conservation area map, the conservation area is marked in blue.

Coleshill Development Boundary and Green Belt



COLESHILL

OUR MAIN ISSUES AND AREAS OF FOCUS

Coleshill Neighbourhood Plan – Précis

Our overall aim is to ensure the sustainable growth of Coleshill while protecting our historic assets and ensuring the town is a safe and attractive place to live. Following extensive consultations, the plan identifies four main areas of enhancement and protection for the town and its residents.

Economy

A strong local economy is essential to preserve and enhance Coleshill as a focal point for business activity and employment in the area. This applies to the High Street and the industrial estate. The variety of local shops and amenities were consistently high on the list of why people liked living in Coleshill. However, our commercial community is having to contend with competition from the internet and large stores. In order to promote and enhance the local economy a number of proposals have been developed, including attraction of new retail offerings into the town, maintaining our historic shop frontages providing additional parking within the High Street area and promotion of development / diversity of the industrial estate.

Transport

A good transport system is key to sustaining the economic growth of Coleshill. It will ensure that the town continues to act as a business and employment hub for the surrounding area as well as provide a safe environment for local residents and visitors. The proposals focus on the development of strategies to combat the increasing traffic numbers, especially on the High Street and Green Man crossroads, and increase pedestrian safety in and around the town.

Environment

Residents are very proud of the town's parks and open spaces. There are also a number of public footpaths and the area around the River Cole which need to be inspected and maintained. The proposals aim to preserve and enhance these precious areas and where possible ensure a legacy for future generations, while maintaining the historic importance of the town.

Housing

NWBC has been set a target of new homes to achieve over a 15 year period by the Government. The total figure put forward and approved by NWBC for Coleshill is a minimum of 275 new dwellings. The proposals set out in the housing section will ensure that the right mix and quality of dwellings are brought forward, local residents and their families are given the opportunity to access any affordable housing, and any future housing needs are on sites identified by the town.

HOUSING

OUR MAIN ISSUES AND AREAS OF FOCUS

Housing Data for Coleshill

At present there are 3019 dwellings (March 2015) within the town boundaries this comprises:

137 Local authority

113 Housing association

2769 Private properties

Source: NWBC See appendix 3a



New housing in Stanhope Way



New Housing at the old Father Hudson's Home site

This section explains the housing policies that will apply to Coleshill for the period of the housing allocations in NWBC's Core Strategy.

The number of new housing for the town fulfils that required by NWBC Core Strategy. However, NWBC says this figure could be revised. If so, additional housing sites should be discussed with Coleshill Town Council.

Current Position

NWBC has already given planning permission for 186 new homes in Coleshill (as of March 2015). Planning permission is expected for the remaining 89 dwellings within the town on the preferred sites as stated in their Core Strategy (see page 20)

Objective

This chapter supports the allocation of land in the extant 2014 Core Strategy for a minimum of 275 dwellings and wants to ensure that the current housing needs within Coleshill are realised. They would be spread over a number of sites (including those allocated in the emerging Local Plan) and support the continued sustainable growth of the town.

HNP1: To support the housing allocations in the North Warwickshire Core Strategy 2014 and those proposed in the North Warwickshire Local Plan Draft August 2016

Current housing data (see page 17) shows there is a high level of home ownership and correspondingly low proportion of social and privately rented accommodation. See appendix 3b for more information.

The latest housing developments within the town have focused on larger family homes and have ignored the requirements of local residents and their families. There appears to be little concern to cater for local demand, however it is hoped the other proposals in this section address this issue.

Neighbourhood Plan

Questionnaire responses

When asked for thoughts on NWBC's target for housing (275 properties), of those who responded:

32% thought that this figure was too high

31% thought the figure was about right or too low



Recent housing development on Birmingham Road

NWBC Draft Local Plan (as at November 2016)

- 15.23 Coleshill is one of the three Market Towns and lies to the west of the Borough. It has a wide range of services and facilities. It is surrounded by Green Belt. The town's historic core continues to reflect its medieval plan form, whilst architecturally the town displays a considerable variety of buildings varying in size, type and date. The built character of the historic core is dominated by two and three storey Georgian townhouses and its medieval church. There are many listed buildings and two conservation areas within the town. Since 2008 it has had its own railway station, Coleshill Parkway, with a bus interchange, which is proving to be very successful.
- 15.24 Coleshill Industrial Estate / Gorse Lane lies to the north of the settlement with Hams Hall Business Park and rail freight terminal beyond this. Coleshill lies to the north of the NEC and Birmingham Airport. HS2 Phase 2 will run to the west of the Town with the new Interchange Station just to the south.
- 15.25 Development in the Core Strategy was limited to land inside the development boundary. This was taken forward in the Draft Site Allocations Plan. Although there are a few opportunities it is considered necessary to allocate land outside of its current boundaries and remove land from the Green Belt. This will allow for some development to take place and maintain Coleshill as a Market Town.
- 15.26 There are a number of constraints to development around Coleshill. These are physical barriers such as flood plain to the historic view of the Church setting within the conservation area. Land around Coleshill within the Joint Green Belt Study generally performed well in relation to Green Belt principles.

Housing

- 15.27 There are some outstanding allocations from the Draft Site Allocations Plan which are brought forward as part of this Plan. These are the sites at Blythways, Blythe Road, Coleshill and the former Police and Leisure Centre sites to the south of Coleshill town centre.
- 15.28 Within the 2006 Local Plan and the Core Strategy it was expected that there would be no development outside of the current development boundary other than possibly for locally affordable housing.
- 15.29 A further housing site is being proposed on the site of the allotments adjacent to the Memorial Park, Coleshill. Access would need to be gained through the site of the former police station. Replacement of the allotments will be required.

LP39 Housing Allocations

The following sites are allocated for housing and shown on the Proposals Map:

	Area (ha)	No.
<i>Coleshill</i>		
Grimstock Hill (COL 1)	1.1	24
Police station and Leisure Centre site (COL3)	0.9	25
Land at Blythways (COL6)	1.3	27
Allotments adjacent to Memorial Park, Coleshill	1.4	30

HNP2: Integrate new housing into Coleshill

New housing developments should: be well designed and use materials in keeping with the character of the surrounding area; be well integrated into the existing area and complement their immediate environment; provide a mix of housing types and densities; make imaginative use of open space that connects new development with existing housing; ensure that any affordable housing is well integrated with the market housing; and where possible, provide access to public transport

New dwellings may cause additional demand on local services such as education and health services. Therefore, any new developments should provide sufficient financial benefits to support any additional demands on local services through S.106 and/or the Community Infrastructure Levy (CIL) see page 54.

Have your say!

“I have been trying to purchase a house for the last year in Coleshill but prices are too high and there are not enough homes suitable for first time buyers especially now you need such a big deposit. This is a shame as I have grown up in Coleshill and would like to stay here.”

Neighbourhood Plan

Questionnaire Responses

The most popular sites put forward for housing developments Coleshill were:

Father Hudson's (allocated)

Police Station & Leisure Centre

Brownfield/industrial sites on Station Road.

A total of 51% of respondents wanted these sites built upon.

HNP3: Development of affordable housing should meet local needs in terms of tenure, type and size of dwellings, to suit the needs of different groups of the population and be allocated according to the cascade of eligibility set out in the emerging Local Plan.

While the wider need for social housing across North Warwickshire is accepted, the needs of the Coleshill residents should also be taken into account.

Neighbourhood Plan
Questionnaire
Responses

43% of questionnaire respondents thought that 40% affordable housing was about right for new developments within Coleshill or too low with only 20% believing this figure was too high.

Have your say!

“We need more accommodation for older people as people live longer but find it hard to look after (their) house because of its size...by moving out of the house it allows Coleshill to keep evolving.”

New housing developments at the old Father Hudson’s Homes, Coleshill



ECONOMY

OUR MAIN ISSUES AND AREAS OF FOCUS

Town Centre Local Economy

This section focuses on the town's local economy, and puts forward proposals to support local businesses, current employment areas and future employment opportunities. A strong economy is a key factor for the preservation and enhancement of Coleshill and surrounding areas.

Objective:

To explore ways in which Coleshill can maintain and enhance a vibrant local economy, focused on the High Street and industrial area.

Proposals have been developed to ensure the continued growth of the town.

The High Street is key to supporting and enhancing the local economy.

Once High Street shops provided the day to day needs for the local community and included several butchers, bakers, greengrocers and two small supermarkets. With the decline in public transport, especially from the outlying villages, and an increase in car ownership, shopping habits have changed.

Love Coleshill

“Love Coleshill was formed to combat the effects of the arrival of Morrison's supermarket on the High Street shops. Competition potentially meant a reduction in income for these businesses and could even have spelt closure for some so we decided to launch a campaign to promote local loyalty in the hope that the High Street would remain popular and well used, promoting our members and organising events that would bring people to the town”.

Marie Stephenson from Love Coleshill.
Please see appendix 4a.

Have your say!

“Coleshill High Street is a jewel worth preserving...”



Coleshill High Street circa 1958

The emergence of out-of-town shopping centres, internet shopping and large superstores within a 10 mile radius has resulted in a decline in the number of independent shops.

Yet the amount and variety of local amenities were top reasons why people like living here.

Residents supported the preservation and the character of the High Street. In particular there was support for the protection of independent retailers and a better mix of eateries, but the lack of suitable parking is impacting on the economy of the area.

Love Coleshill was formed to bring shops and businesses together to promote the town and organise events to encourage people to shop locally.

Neighbourhood Plan

Questionnaire responses

44% of Coleshill's residents are concerned about lack of parking access to the High Street in Coleshill.

45% want better parking.

40% feel that there is insufficient car parking with 15% wanting the former leisure centre land to be used as a car park.

Have your say!

When asked if Coleshill has sufficient car parking:

"Sore subject... there used to be! This is one of the reasons my employer is moving."



Love Coleshill French Market

TCLNP1: Support Coleshill town centre

Proposals that maintain and enhance the viability and vitality of the town centre will be supported. New retail development of an appropriate scale will be encouraged on the High Street. The retail function of the High Street frontages will be retained and enhanced and the introduction of non-retail uses such as offices, building societies and restaurants will be controlled. Retail development outside the High Street that threatens the vitality of the town centre will be resisted.



Signposts
in
Coleshill

Coleshill Community Partnership

The Coleshill Community Partnership is a local charity that supports many aspects of life in and around Coleshill.

The aims of the partnership are:

- To provide the general public with access to services, information and advice
- To work with local people and businesses to improve the local skills base and access to the local employment market.
- To promote and improve the local population's health and wellbeing.
- To support business to grow and develop to create a vibrant economy, based on a broad range of industries, to create high quality and well-paid jobs for local people.

Helen Whittaker, Development Manager, Coleshill Community Partnership.
Please see appendix 4b.

TCLNP2: Keep the traditional style and scale of shop fronts, whilst allowing some flexibility in materials

Proposals for alterations to or redevelopment of shop fronts in the High Street should be in keeping with the area's character and distinctiveness. The traditional style and scale of shop fronts in the town centre should be retained, subject to appropriate consideration being given to the needs of the current and proposed use and to some flexibility in the materials used. In considering proposals to alter or redevelop shop fronts, regard should be had to the North Warwickshire Borough Council's Shop Front Design Guide 2003.



Traditional shop frontages on Coleshill High Street

Neighbourhood Plan
Questionnaire responses

48% want to protect the historic and natural features of Coleshill

42% Want to maintain the traditional shop frontages

40% Want to protect the High Street Shops

30% want to protect the buildings/ High Street and historical architecture

Have your say!

“Specifically we would like to see the area along the banks of the River Cole, the Church, Croft, the Memorial Park area and the farm land to the east of Coleshill protected. In terms of buildings, the whole of the character of the High Street and Coventry Road should be protected.”.

TCLENP3: Coleshill Town Council supports the introduction of regular markets in the town

Re-establishing the market day would draw more people from neighbouring areas and thus could increase the economic viability of the High Street and local retail facilities.

Providing better footfall along the High Street will ensure the protection of existing retail uses and restrict further loss to non-retail uses such as hot food takeaways. Future development which could have a detrimental impact on the vitality and viability of the town centre will not be permitted.

TCLENP4: Proposals for the residential conversion of upper floors above premises in the High Street will be supported

High Street retail units have first or second floor areas, used for either storage or ancillary uses. Proposals to develop these upper floor spaces into appropriate residential uses should be supported and encouraged. An increased residential offer and subsequent presence of residents along the High Street will increase the use of local businesses and the prospects of the High Street.

Coleshill's Markets

Regular markets are still held in Coleshill 800 years after it was granted market status.

Country Markets are in the Parish Rooms every Friday.

An antiques fair is held in the Town Hall monthly (every 3rd Saturday).

A Farmers Market is held monthly (every 4th Friday).

NWBC Site Allocations Plan

R1: RETAIL POLICY

Protect existing/current retail uses within the Core Shopping frontages and Neighbourhood Centre shopping parades to restrict further loss to non-retail uses such as hot food takeaway, estate agents or other A2 (Non Deposit-taker) and A3 uses unless clear evidence is available justifying the loss and change of use and that there will be no adverse impact on the retail choice and availability in the frontage/centre.

NWBC Site Allocations draft submission June 2015

However, it should be noted that any such development proposals should include suitable access and not compromise the viability of existing uses. This idea was supported by NWBC and the Neighbourhood Plan steering group at a joint meeting on 7 May 2015 (appendix 4c). This proposal would support the High Street and create more vibrancy, especially after normal business hours.

Retail to residential

On the conversion of upper retail floors for residential use:

Good idea but consider where the residents would enter the building, if you are protecting the shop fronts you do not want to create another entrance at the front, will they have to enter through the shop or from a back entrance?

NWBC meeting 7th May 2015
See appendix 4c



Offices and Accommodation in Coleshill High Street North

Industrial and commercial local economy– employment and businesses within Coleshill

One of the main areas of local economic activity and thus employment is the industrial estate. It is serviced by Coleshill Parkway rail station and provides the majority of employment within the town. The success or failure of this area has major knock-on effects for Coleshill and this plan seeks to support the area while taking into account the impacts on the local roads.

Objective

This plan seeks to ensure that current and future employment and business opportunities are supported.

Have your say!

What could be done to improve Coleshill's public transport and encourage people to use it?

“That all bus companies are covered by one of the National Express Travel cards. I recently considered giving up my car and travelling to work by bus. The quickest route is 777 and 900 however, it would have involved buying 2 bus passes and made it too expensive. Additionally the 777 stops running at 7.00pm from (Birmingham) International. This bus also serves several major employers - the NEC, the Airport, Birmingham Business Park and Hams Hall and these run operations which either run 24hrs a day, or have early/late shift which can't be accessed.”



Coleshill Parkway

ICLENP1: Non employment use of existing employment sites outside the town centre will be resisted. Proposals to upgrade or redevelop existing employment premises or sites will be supported, subject to there being no adverse impacts on the amenities of the surrounding area, on pedestrian safety, on vehicle access, or on public transport accessibility

Many of the town's working population commute to the larger, adjacent employment centres. Likewise, a large percentage of the people employed in Coleshill travel in from the surrounding area. Unless there is more social and affordable housing in the town, this balance is unlikely to be affected.

Coleshill's Parkway rail station has made the town more attractive to people who commute to Birmingham in particular.

This proposal is supported by Policy NW9 in the NWBC Core Strategy.

Have Your Say!

Which areas are best suited to business development in Coleshill?

"Areas bordering the current industrial estate and abandoned farm buildings e.g. on the way to Bacon's End island."

Neighbourhood Plan Questionnaire responses:

The Neighbourhood Plan should encourage employment within:

Shops & retail	45%
Community Services & recreation	37%
Light industrial & manufacturing	29%



Coleshill's Industrial Estate from St. Peter's and St. Paul's Church Tower circa 1960

ICLENP2: Employment opportunities and future redevelopment proposals within the existing industrial estate are supported subject to consideration of their impact on local traffic conditions

The main employment hub within the town is the industrial estate, a mix of office (B1), general industrial (B2) and warehouse / distribution (B8) uses. It is essential for the viability of the town that growth here is supported, so long as it does not aggravate existing issues (like increased HGV traffic along the High Street). The area should continue in its current format for employment opportunities, and future enhancements to current industrial units supported where the impact on local traffic issues is limited.

Have Your Say!

When asked about local rail service:

Overall a reliable service at a premium price, offset by no parking charges, poor facilities at the station particularly in the cold weather. Due to the overcrowding in Coleshill and Water Orton, I have seen a number of people pass out on the train, personally I'm not too fussed about a seat but being carted like cattle isn't a great start to the day. What's needed a ticket price freeze, improvements to the "metal shelter" for the bad weather and finally extra carriages.

Response from a commuter at Coleshill Parkway, see 4e.

NWBC on the redevelopment of office spaces

"Have a policy of "we actively encourage the redevelopment of office space back to residential". Look closely at parking, amenities and if the empty shops are suitable for residential. However be aware that if you are converting office space to residential will local shops lose out on business i.e. the office workers who buy lunch every day."

NWBC 7th May joint meeting. Please see appendix 4c



Coleshill's Industrial Estate from St. Peter's and St. Paul's Church Tower 2015



Neighbourhood Plan
Questionnaire Responses:

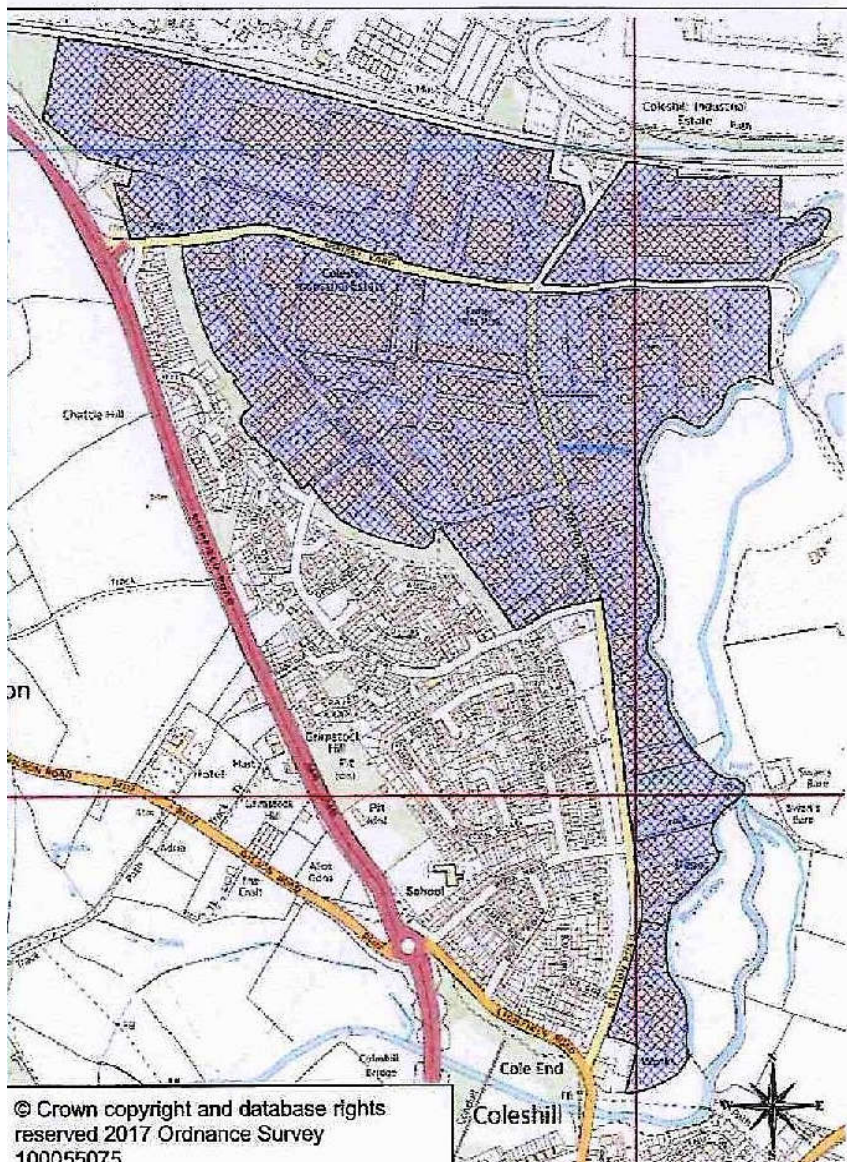
What types of sites should be allocated to develop business and employment opportunities?

Brown Field (industrial) 41%

Existing buildings 26%

Greenfield (undeveloped land) 1%

COLESHILL INDUSTRIAL ESTATE



ENVIRONMENT

OUR MAIN ISSUES AND AREAS OF FOCUS

This section covers the environmental proposals, and includes ecological features, public open space, sustainable movement options and conservation area.



Coleshill's Cricket Pitch on Memorial Park

All proposals are supported by residents.

Coleshill is proud of its heritage. There is much that is valued in its landscape and buildings that must be preserved and enhanced in the future. The conservation area contains much of the character of the town which includes a number of listed buildings.

The town is located in a ecologically diverse area which contributes to the wider environmentally sensitive hinterland of North Warwickshire.

It has numerous public open spaces (including playing fields) which are seen as vitally important for both recreation and the maintenance of the open feel to the town. They reinforce the links with the surrounding countryside.

Residents said that all current public open space (including playing fields) should be protected. Where possible they should be enhanced or expanded to further preserve the character of the town and to reinforce the town boundaries.

They also highlighted the importance of the historic environment (listed buildings and conservation area) in keeping the character of the town and preserving them for future generations.

Objective:

The main objective of this section is the preservation and enhancement of the local environment including green open spaces and historic core. It is hoped that the proposals set out will achieve this whilst still providing flexibility for sustainable growth within the town.

Residents are committed to the protection and enhancement of their existing environment and champion its improvement. Of particular concern is the preservation of historic buildings, the High Street and the conservation area together with the open and public green spaces which are the hallmarks of the town's character.

Residents want appropriate mitigating factors to be the focus of any decision making process about development, especially that involving transport issues.

Specific proposals were highlighted in the responses and are detailed below:

ENP1: The Conservation Area should be preserved and where possible enhanced. Proposals for new development in the Conservation Area should be in keeping with the character and appearance of the area; maintain the area's historic character; protect the historic buildings including any that are subsequently locally listed; and protect its setting including views into and out of the Conservation Area

The Coleshill conservation area is one of our main features. The majority of the historic and listed buildings are situated within it. To ensure the heritage of the town is protected, and where possible enhanced, the current conservation area should be preserved.

This will ensure that the town:

- Maintains its historic character
- Protects all existing historic buildings
- Protects all historic views across and into the town

Solutions have been developed to take this proposal forward

- Update the list of all historic buildings within the conservation area
- Ensure new development is in keeping with the character of the area
- Undertake a local review of which buildings should be listed within the conservation area

This proposal is supported by the NWBC Core Strategy Policy NW14. Continuing discussions with Natural England and Historic England will continue to ensure the support for the current conservation area.



ENP2: Existing green open spaces set out in the schedule below will be preserved.

All current school fields will be protected from development.

The green and open spaces (see p43) are some of our most valuable assets. They provide valuable leisure and recreational space for the community and visitors. They also act as natural boundaries. It is essential that they are protected and maintained.

The main sites are:

- (1) Memorial Park (details in separate proposal)
- (2) Old Library Gardens
- (3,4,5) Allotments
- (6) Community Centre Park
- (7) Cole End Park
- (8) Brendan Close Park
- (9) Coleshill Town Football Club

In addition, the following open space will also be protected from future development:

- (10) Wingfield Road
- (11) Coventry Road (horse paddock)
- (12) Green Lane
- (13) Station Road
- (14) Temple Way
- (15) Chestnut Grove
- (16) The Croft



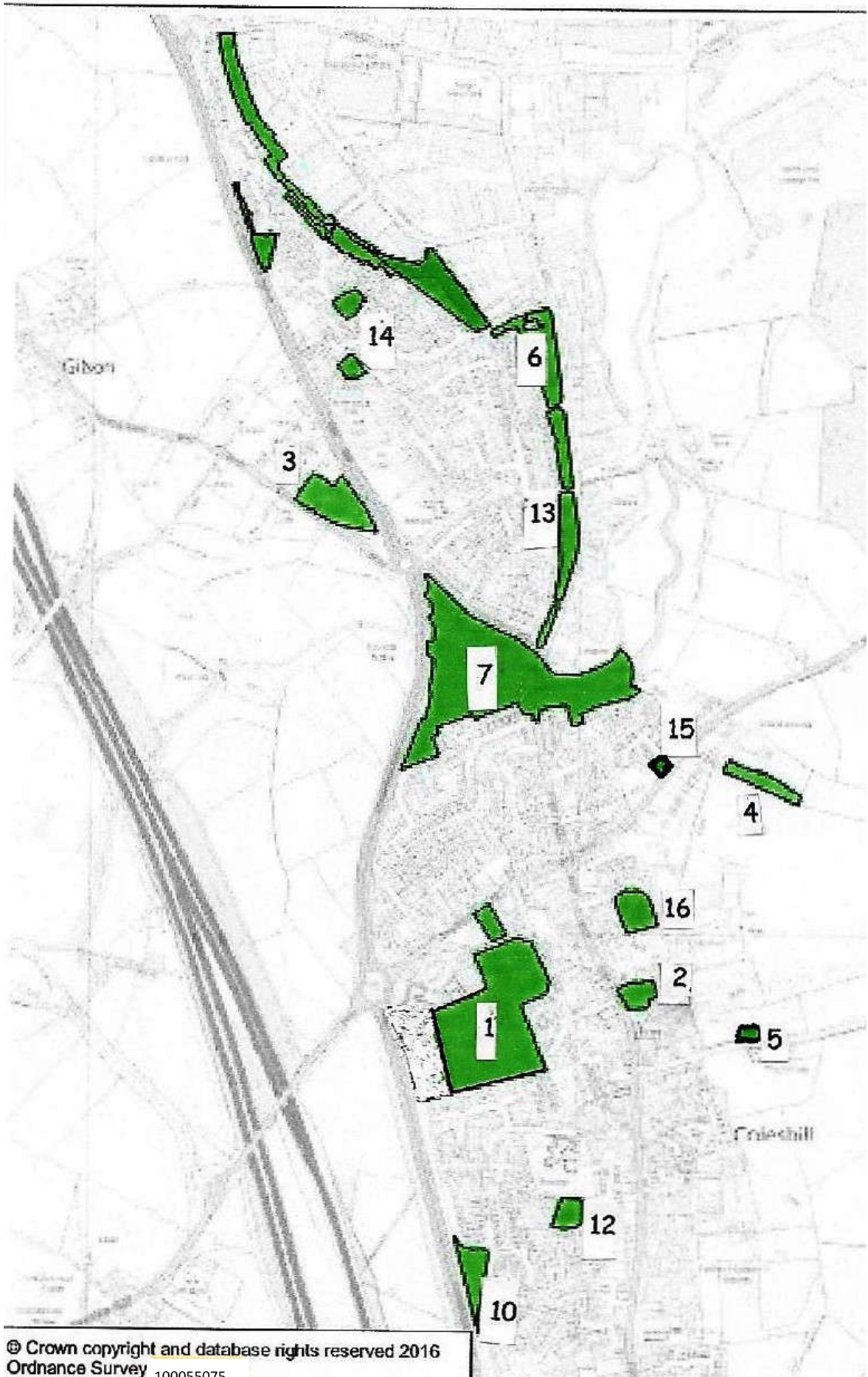
Coleshill's conservation area High Street South

NWBC Core Strategy 2015
NW13 & 14 Natural & Historic Environment

The quality, character, diversity and local distinctiveness of the natural and historic environment will be protected and enhanced. In particular:

- Within identified landscape character areas development will conserve, enhance and where appropriate, restore landscape character as well as promote a resilient, functional landscape able to adapt to climate change. Specific landscape, geo-diversity, wildlife and historic features which contribute to local character will be protected and enhanced;
- The quality of the historic environment, including archaeological features, will be protected and enhanced, and wherever possible, a sustainable reuse of the historic

Existing Green Space and Allotments

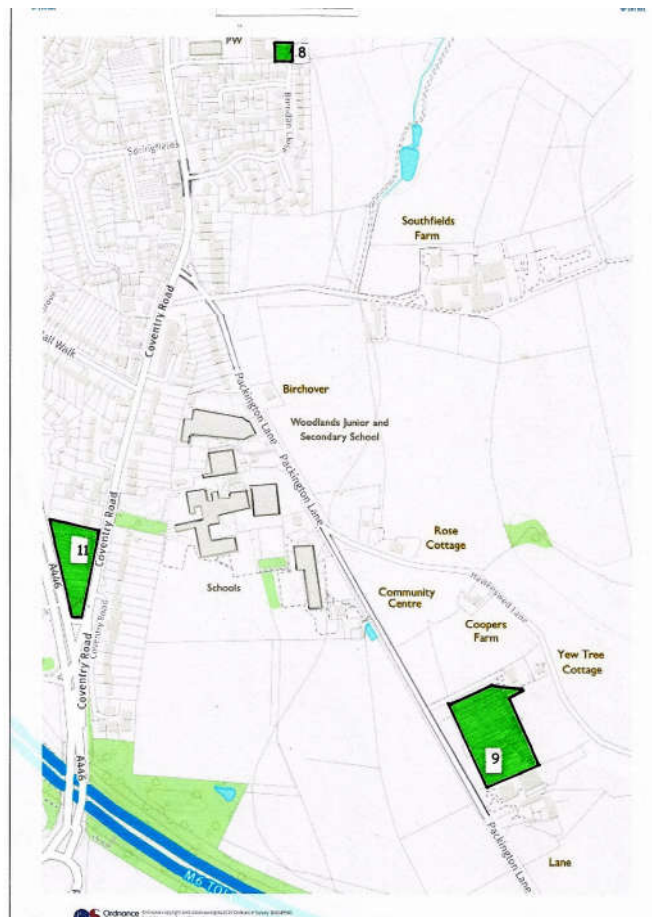


Leisure and Recreational Areas in Coleshill

Site Code	Address	Area	Description
1	Memorial Park, Park Road Coleshill B46 3LD	South	West of Coleshill the park comprises of Coleshill Cricket Club, two football pitches, skate park, basketball court and children's play area. Coleshill Town Council is currently regenerating the area.
2	Old Library Gardens	South	Land at the rear of the former Town Library
3	Gilson, Grimstock and Beggars Well Allotments B46 1LJ	North	Three interconnecting allotment sites between Coleshill and Gilson and bordered by the A446. The plots contain approximately 60 allotments that are administered by Coleshill Town Council.
4	Blythe Allotments B46 1AF	South	Small allotment site bordering farmers' fields down towards the Blythe Valley, the plots contain approximately 10 allotments and are administered by Coleshill Town Council,
5	Maxstoke Lane Allotments	South	Small allotment site comprising of approximately 10 allotments.
6	Community Centre Park and play area Temple Way B46 1HN	North	Play area and field servicing the north of Coleshill and administered by Coleshill Town Council.
7	Cole End Park, play area and Nature Reserve (known locally as the rocket park) B46 1BG	North	Administered by NWBC Cole End park has just been upgraded to a nature reserve and now includes a walk from the river to the rocket park, the park is also included in the wider Tame Valley Wetlands initiative.
8	Brendan Close Play Area B46 3EF	South	Administered by NWBC, created to service the new housing areas in the south of Coleshill.
9	Coleshill Town FC, Packington Lane B46 3JE	South	Home to Coleshill Town Football Club, a successful and popular lower league team.
10	Wingfield/Digby Road B46 3LP	South	Open space administered by NWBC, used by local residents for leisure.

Open Spaces in Coleshill

Site Code	Address	Area	Description
11	Coventry Road/ Packington Lane B46 3EL	South	Open space Administered by NWBC, used by local residents for leisure.
12	Green Lane B46 3NE	South	Open area administered by Coleshill Town Council, a popular dog walking route.
13	Station Road B46 1HE	North	Open space administered by NWBC, the ground suffers from its close proximity to the industrial estate and HGVs turning in the area
14	Temple Way B46 1HN	North	Open space Administered by NWBC, used by local residents for leisure.
15	Chestnut Grove B46 1AD	North	Open space as part of the housing development including a copse of trees, land adopted by WCC
16	The Croft B46 3AJ	South	Open area administered by Coleshill Town Council used by the Parish Church for wedding photographs and the public for leisure

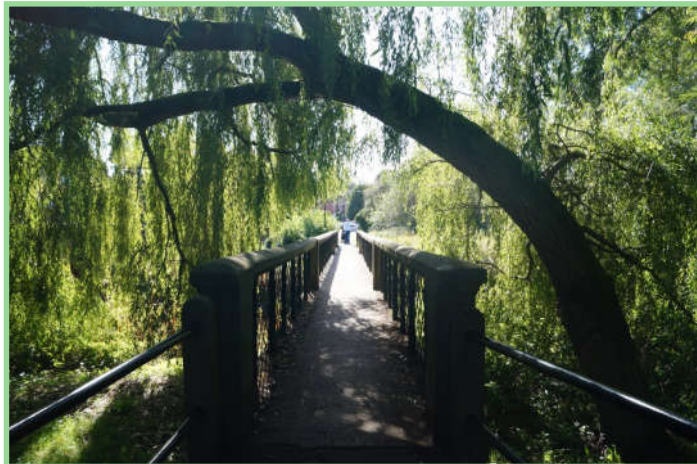


All current school fields will continue to be protected.

Proposed development neighbouring the above sites need to consider their importance; by protecting these sites the Neighbourhood Plan is ensuring their availability for future generations.

NWBC's Core Strategy Policy NW16 (Green Infrastructure) supports that, saying that any new developments should contribute to maintaining and enhancing any strategically planned green infrastructure.

The spaces are a haven for local wildlife (further information in appendix 7a)



Cole End Park

NWBC Core Strategy 2015
NW16 Green Infrastructure

Throughout the borough a comprehensive network of high quality, multifunctional, green spaces, corridors and other historic and natural environmental features will be maintained, enhanced and created for flora, fauna and humans, which link into the sub-regional green infrastructure networks. Development proposals must demonstrate how they contribute to maintaining and enhancing a comprehensive and strategically planned green infrastructure network, where appropriate.

Neighbourhood Plan
Questionnaire Responses

Do you use any of the following?

The Memorial Park 34%

The Croft 33%

Cole End Park 31%

Old Mill Road Park 18%

ENP3: The creation of new cycle parking facilities and new cycle paths will be supported

Proposals currently being considered include:

- Town Centre with Coleshill Parkway rail station
- Town Centre with Coleshill Secondary School and Leisure Centre
- Cycle paths within Coleshill with the national Sustrans Cycle Network—Route 53 (Coventry to Birmingham). See appendix 5a.

Locations for the proposed cycle park currently being considered include Coleshill Town Hall, Coleshill Parkway rail station and the leisure centre

Dedicated cycle paths and the cycle park will increase established transport links within the parish, increase links with the wider area and provide a sustainable transport option for residents and visitors. The provision of new cycle facilities would provide positive health benefits.

Funding should be sought from major developments including High Speed 2 (HS2), as part of community gain for the benefit of the town and residents.

In May 2015 Coleshill Town Council applied for funding through the HS2 community fund to support this proposal.

See appendix 5a & 5b for map and HS2 application.

**Neighbourhood Plan
Questionnaire Responses**

31% Want improved pedestrian and cycle routes

16% Want additional cycle lanes in Coleshill

12% Want extended cycle paths

9% Want additional cycle racks and better promotion of cycle routes

Have Your Say!

“Develop a strategy for long distance cycle and footpaths without using roads, that circle the town, using existing public rights of way, encouraging farmers to open up permitted footpaths. Try and develop cycle/foot paths to attractions e.g. Kingsbury Water Park using the same.”

ENP4: Coleshill Town Council support the proposal in the emerging Local Plan to release approximately 2.5 hectares of land from the Green Belt as an extension to the existing cemetery

The current cemetery is nearing capacity, with burial space to last until about 2020, and therefore land is required for expansion.

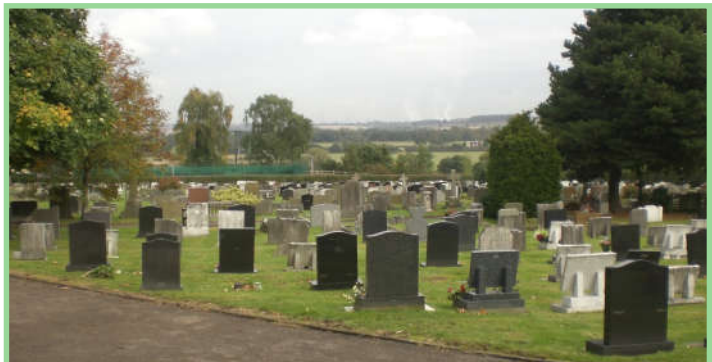
Coleshill Town Council is looking at options which include:

- Purchase of land neighbouring the current cemetery.
- Purchase of land elsewhere in the town.

The expansion would provide the required space in the short and medium term, and future-proof the demand for burial space in the long term.

St. Peter and St. Paul's churchyard and the cemetery are maintained by Coleshill Town Council. The Town Clerk is also the cemetery superintendent.

Coleshill Neighbourhood Plan Steering Group look to NWBC to discuss cemetery provision with Coleshill Town Council.



Coleshill's Cemetery and its views of the Blythe Valley

Coleshill Town Council

“Coleshill Town Council is looking to expand its cemetery provision. The Authority has a reserve fund available for land purchase and is adding to this each year. It is ready to acquire a site as soon as suitable land becomes available, so finding a site is a very current objective.”

**Neighbourhood Plan
Questionnaire Responses**

26% of returned questionnaires wanted to protect Coleshill's Cemetery and the Croft

ENP5: Support enhancements to Coleshill Memorial Park

In July 2015, Coleshill Town Council approved a masterplan and schedule of works for the upgrading of facilities at the Memorial Park. The facilities did not meet modern standards and there had been a steady decline in the use of the park.

The Memorial Park is about 7.5 hectares of green space at the heart of Coleshill. It has reportedly been used for cricket since 1854 (under the former name of the Swan Field) and for football since 1885. The park was brought with money gifted to the town by the Digby family in 1951, under covenant that it shall only be used for sport and recreational purposes, and has been used successfully for many of these activities since.

Some of the footpaths and gateways are unsuitable for providing inclusive access to all members of the community, sporting facilities are in need of refurbishment, there are derelict and underused areas and some of the boundaries need to be strengthened and improved.

The proposals will provide residents with a high-class facility that will serve current and future generations and preserve an important and historic green open space. See appendix 5f & 5g for Memorial Park project maps.

The Memorial Park Project

In 2014 Coleshill Town Council conducted a public consultation on plans to develop its Memorial Park Area of the residents that responded:

434 said they would welcome developments to the Memorial Park area

23 said 'no' to the redevelopment of the area

Figures taken from Moore Environments' "Improvements to Memorial Park Coleshill Report of 2014 Public Consultation No 1410/RT2

Coleshill Town Council

The Town Council is committed to protecting and improving the Memorial Park as an outdoor area for sports and recreation. The Council has recently invested in the current children's play area and has now commissioned a local landscape architect to plan and implement a complete renovation. The project will see current facilities brought up to standard and new sports equipment added, in an effort to make the area a more enjoyable place to play sport and to relax with family and friends. The Council hopes the investment made in the park will result in its increased use and a rise in the number of local people enjoying sport. This should help to contribute to creating a healthy society that can come together through sport and a love of the outdoors.

ENP6: Replanting of the Coleshill corridor with natural woodland to enhance the natural buffer between the town and the national road network

The identity and independence of Coleshill is one of its most endearing aspects. One of the aims of the Neighbourhood Plan is to ensure that it is still recognisable in this state when it celebrates its 900th anniversary in 2107.

One way to ensure this would be the replanting of the Coleshill corridor, an area between the A446 and the motorway network, with natural woodland. This would also provide a buffer to muffle the noise of local and future transport connections. It would have a positive visual impact upon the boundaries of the town and would provide enhanced wildlife habitats.

In May 2015 Coleshill Town Council applied for funding through the HS2 community fund to support this proposal. See appendix 5h for the HS2 application.

Have Your Say!



“Obviously the town is bordered by motorways, environmentally I wish that there was more "soundproofing" . Aircraft noise is not a problem, but constant motorway drone is a major nuisance.”

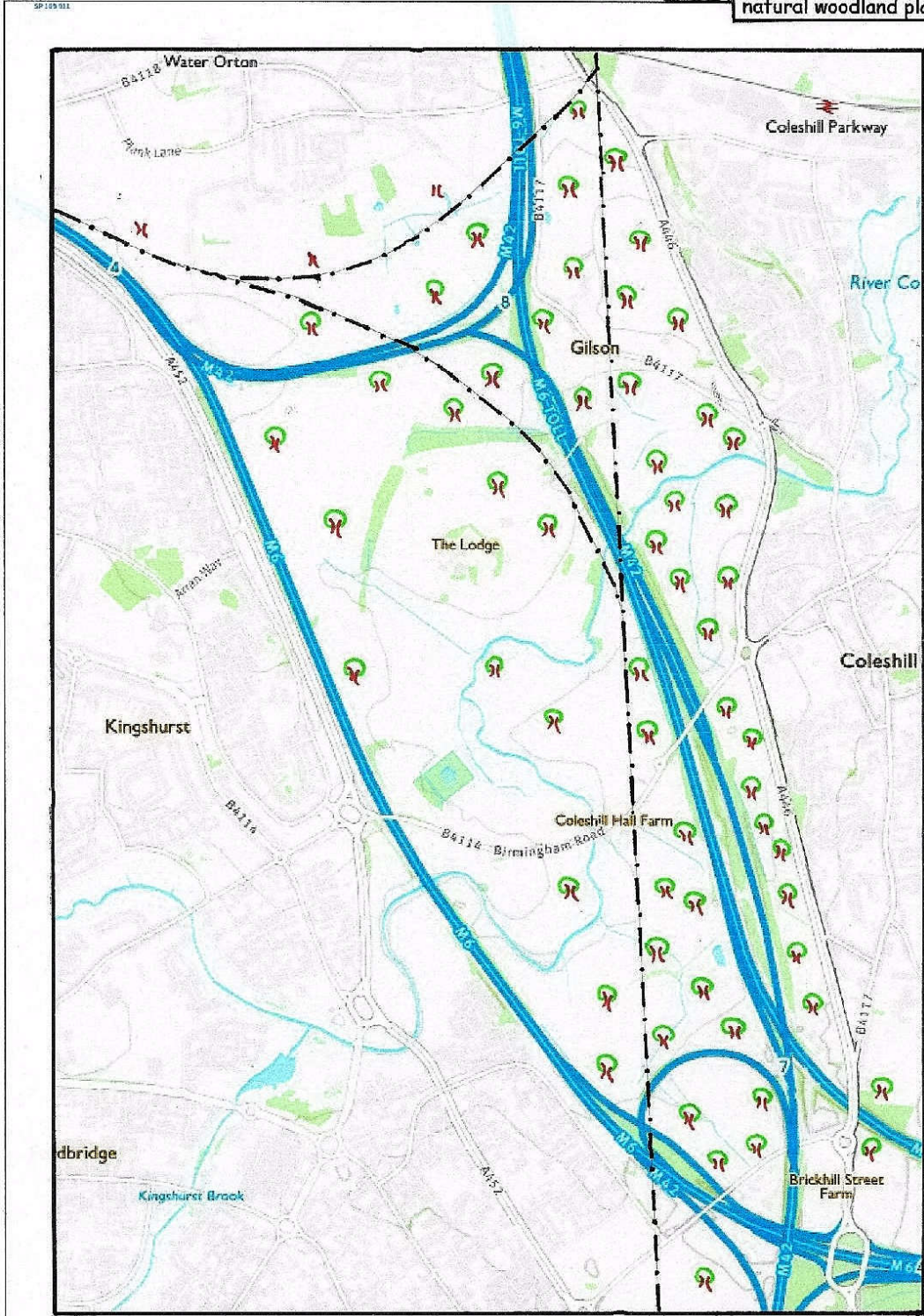
Have Your Say!

We would like to see the continued separation of Coleshill from Birmingham protected, along with the attractive buildings on the High Street and Coventry Road. Also the green belt area to the east of the town must be protected from development to continue to provide space, scenery and footpaths.



Blythe Valley

	Proposed line of HS2
	Proposed 'Coleshill Corridor' natural woodland planting



COMMUNITY INFRASTRUCTURE LEVY

OUR MAIN ISSUES AND AREAS OF FOCUS

In March 2015, North Warwickshire Borough Council undertook a public consultation on the adoption of the Community Infrastructure Levy (CIL) schedule of charges for all appropriate development within the borough.

The CIL is a mechanism for securing contributions for new or enhanced infrastructure where development has an impact on the local area, such as large scale housing developments or national infrastructure projects.

If the Neighbourhood Plan is adopted,

Coleshill Town Council will be able to access 25% of the available CIL.

Coleshill Town Council supports the proposed CIL schedule of charges, but wishes details to be provided on how NWBC would propose to allocate the CIL funds generated by developments within Coleshill. It is vital that any funds allocated through CIL benefit the town.

Initial ideas for allocation of CIL funds could focus on the following:

- New or enhanced road crossing
- New or enhanced children's play areas
- Greening / environmental projects
- Additional parking provision
- New or enhanced cycle routes

Neighbourhood Plan **Questionnaire Responses**

28% Want improvements to Coleshill's services for children and the elderly

27% Want improvements to leisure and recreational services

CIL contributions will be based on a set charge per square metre of floor space for all new developments (excluding single dwellings) with payments delivered prior to the completion of the development.

This will provide NWBC with the opportunity to develop or enhance the required infrastructure to support new development.

The Town Council should review the need for future infrastructure requirements and confirm them with North Warwickshire Borough Council. Coleshill Neighbourhood Plan Steering Group would like NWBC to consider school and medical provision.

The Neighbourhood Plan welcomes the opportunities presented by the introduction of a revised CIL by NWBC. The process of securing CIL funding for Coleshill will be managed by NWBC with representation from Coleshill Town Council which will have the added advantage of an approved Neighbourhood Plan.

COMMUNITY ASPIRATIONS

OUR MAIN ISSUES AND AREAS OF FOCUS

Transport and Pedestrian Movement.

A good local transport network is vital in supporting and encouraging sustainable growth and ensuring that the town continues to act as a local hub for the surrounding area. This section of the plan sets proposals to improve local transport and pedestrian links, improve their safety and provide options for moving in and around the town for both residents and visitors.

Your responses highlighted a number of issues, focussing on reduction of congestion, improved parking, greater public transport options and better sustainable methods of transport.



Articulated lorries, trucks and vans over 7.5 tonnes use Coleshill's ancient bridge illegally to access the industrial estate

CA1: Improving safety and reducing congestion formed on the High Street and crossroads

This proposal addresses issues about:

- the reduction of the volume of traffic within the town, especially at peak times
- pedestrian safety
- appropriate traffic flow through the town

Discussions with relevant strategic and local highways authorities and North Warwickshire Borough Council have ensured that the following local policies are in line with, and support, the NWBC Core Strategy and future highway plans.

- Impose restrictions on HGV use on cross roads, Blythe Road, Birmingham Road, High Street and Church Hill during peak travel hours
- Construct more pedestrian crossings
- Feasibility study for the construction of Eastern by-pass via Faraday Avenue in Hams Hall (linked to future HS2 development).

It is vital that no future developments in Coleshill or the surrounding areas should have an adverse impact on the crossroads or associated local roads.

NWBC Core Strategy—NW21 Transport

Opportunities for securing improvements will be sought, particularly through the A5 Strategy and the re-use of redundant railway lines/corridors where appropriate.

The traffic implications and impact of growth in adjoining area and from development related to High Speed rail will need to be addressed and mitigated through encouraging sustainable transport solutions and measures, including traffic calming and access constraints on the rural road network.

NWBC Core Strategy 2014

Coleshill's 'Green Man' crossroads and confusing road signs



CA2: Improve parking facilities and regulations to support viability of Town Centre

Parking featured highly in the responses, and is seen by many as a block towards improving the viability of the High Street and the town as a whole.

- Parking is located in wrong areas (access to and viability of High Street)
- There is limited availability of long stay parking (no regulation)
- There should be more weekend parking spaces
- Safety in and around the secondary school should be enhanced

Solutions have been identified:

- Introduce a one way system on Sumner Road with echelon parking
- Introduce parking enforcement officers for the town
- Construct pick up/drop off point on Packington Lane for school use

Further discussions with WCC Highways are required to review these solutions and investigate their viability. The Neighbourhood Plan would like any viable solutions to be included in the Local Transport Plan.

Neighbourhood Plan

Questionnaire Responses

What areas of traffic cause you concern?

44% Parking access to the High Street

31% Volume of traffic especially at peak times

30% Traffic Management on High Street & HGV's on Station Road

29% Traffic speed by schools

Love Coleshill

The High Street faces lots of difficulties but the main one is parking.

Marie Stephenson, Love Coleshill
See Appendix 4a.

CA3: Improve pedestrian access and safety to/through High Street and new housing developments

This can be achieved by:

- Increasing crossing options on main roads (in addition to the new crossing on the Coventry Road)
- Improving signage and lighting
- Increasing safety of children attending local schools

Solutions put forward by residents to tackle these issues include:

- Add a pedestrian crossing either side of Chamberlain Walk
- Improve the pedestrian route from Morrison's to the High Street:
- Lower walls along Chamberlain Walk
- Introduce increased lighting
- Introduce clear signage to High Street from Morrison's and create 'gateway' access to High Street via Chamberlain Walk
- Consider making available a new parking area close to the A446 and Stonebridge allotments to link in with the future plans for the Memorial Park with specific access to the town centre

Each option has been reviewed by the Coleshill Neighbourhood Plan Transportation Working Group, referenced against the appropriate policy in the NWBC Core Strategy.

CA4: Improve vehicle movement across and in vicinity of Cole End Bridge

Residents said there was:

- Increased difficulty in crossing the bridge
- Confusion on right of way
- Damage and inconvenience by HGVs turning on Station Road
- HGVs illegally using the bridge

Neighbourhood Plan

Questionnaire Responses

44% are concerned about lack of parking access to the High Street.

31% want improved pedestrian and cycle routes

56% want to protect and enhance green areas and footpaths

Solutions put forward were:

- priority signs for bridge crossing (within an appropriate scale to protect the historic setting of the bridge)
- Traffic calming measures
- Redirection of HGVs to avoid High Street and Cole End bridge.

Each option has been reviewed by the Coleshill Neighbourhood Plan Transportation Working Group and will be forwarded to the newly emerging traffic management group when it is formed. The Neighbourhood Plan would like the viability of these solutions to be further investigated and discussed with Warwickshire County Council Highways Department. Funding options would also need to be further investigated.

HGV traffic is a constant problem. Signage has been placed on A446 and B4117 to direct heavy vehicles to Birmingham Road roundabout for east-bound traffic and to Gorse Lane for traffic to access the Station Road industrial estate. Other signs show a route to Hams Hall for HGV traffic approaching the town from Shustoke. The only possible route is to continue forward onto the Birmingham Road the A446 and B4117 to Birmingham.

Love Coleshill

The High Street depends on locals, visitors and passing trade and with effective signage everyone is aware of the things that we have to offer. If people do not know what is available they may pass by without having set foot on the High Street.

Marie Stephenson, Love Coleshill. Please see appendix 4a.

Have Your Say!

“The crossroads has (sic) always created an issue and continues to be a massive problem for safety and traffic congestion. Lights would resolve some of the problems but may cause tailbacks now that Morrison's has access points on the same road. There is (sic) few disabled parking bays, and those we have are more often than not occupied by cars not displaying a disabled badge. Therefore disabled drivers tend to park on the double yellow lines on the High Street and cause congestion. It is too late to keep OUR car park, but parking does need to be a strong consideration in any future developments that are allowed.”

HGV traffic at the Green Man crossroads creates long tailbacks and must be prohibited from turning up the High Street to access the A446. The High Street is not wide enough. Even normal car traffic flow is difficult to maintain, particularly at peak hours.

HGV traffic would result in gridlock.

HGV traffic should not be allowed to turn into the lower High Street.

HGVs trying to leave Station Road in the direction of Lichfield Road have damaged the bridge because they have been unable to make the turn. The only exit from Station Road is onto Gorsey Lane.

The imminent arrival of a supermarket on Station Road is a welcome development and opens up the possibility of replacing additional industrial units, when they are vacated, with houses.

Such change to residential use on the east side of Station Road as far as Temple Way would further relieve this section of Station Road and Cole End bridge from HGV movements.

A Note from the Steering Group

The issue of HGVs leaving the A446 onto the Birmingham Road to access the industrial estate via the crossroads and Cole End Bridge is a problem. Signage on the A446 should reinforce that there is no through route to the industrial estate for HGVs in Coleshill.

Current signage is not sufficient to get this message across to HGV drivers who often find themselves on the Birmingham Road with nowhere to turn around and are forced to access the industrial estate via the Cross Roads and illegally use Cole End Bridge.

Businesses on Station Road need to educate their HGV drivers on the restrictions to stop the use of the Lichfield Road, Cole End Bridge and the Cross Roads.



Articulated lorries, trucks and vans over 7.5 tonnes use Coleshill's ancient bridge illegally to access the industrial estate

CA5: Preservation and Enhancement of Public Footpaths

Responses highlighted that current public footpaths should be protected and, where possible, enhanced. These include:

- Public footpaths affected by future developments (including HS2) to be diverted to create a new and full pathway, and green mitigation measures introduced. Notification of any alterations to footpaths from development should be presented to Coleshill Town Council before work starts.
- Connection of Cole End Walk to the proposed cycle route (see appendix 5b)
- Ensure all existing public footpaths are preserved, easy to negotiate and well directed (to / from town centre)
- New signage to be developed to highlight existing footpaths linking the town centre to other areas such as Coleshill Parkway rail station.
- Investigate health benefits

See appendix C&D for footpath maps & HS2 funding.

Other ideas include:

- Annual Coleshill Town Council reviews of pedestrian safety on all walkways
- Make the High Street a 20mph zone
- Town Council review of signage welcoming people into Coleshill. New signage should say something along the lines of “Welcome to Coleshill, a pedestrian and cycle friendly town”

Our public footpaths provide essential connections to all areas of the town and to vital public transport links to and from Coleshill which can also be linked to increased local economic opportunities.



NWBC Cole End Park and Nature Reserve

Neighbourhood Plan **Questionnaire Responses**

56% Want the upkeep of all green areas and footpaths

31% Want improved pedestrian and cycle routes

PHOTO CREDITS

Front Cover Clockwise from top left

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2. Cole End Bridge: Karen Barrow - North Talk
3. Old Bank House: Karen Barrow - North Talk
4. Coleshill Town Hall: Dominic Moore – Ascension Planning

Main Document

- P2: Bill Richards: Coleshill Town Council
- P5: Coleshill Neighbourhood Plan Steering Group
- P8: Church Hill Farmers Market: Mike Walpole
- P9: Map of the United Kingdom: <http://www.picturesofengland.com/images/mapofengland/england-counties.gif> North Warwickshire map: <https://thecastlelady.files.wordpress.com/2011/12/warwickshire.jpg>
Coleshill Map: www.streetmap.co.uk
- P10: Coleshill High Street: Karen Barrow – North Talk
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- P12: Parkfield Road: Dominic Moore – Ascension Planning
- P13: The Star Inn: Courtesy of John Hoyle Coleshill Civic Society
- P14: Old Bank House, Church Hill: Karen Barrow – North Talk
- P15: Conservation Area maps courtesy of NWBC
- P16: Coleshill Town Hall: Helen Moore – Ascension Planning
- P17: Stanhope Way: Dominic Moore – Ascension Planning
- Bellway Homes, Father Hudson's site development: http://media.rightmove.co.uk/dir/109k/108281/53161946/108281_The_Droitwich_July_15_IMG_00_0000_max_656x437.jpg
- P18: <http://www.zoopla.co.uk/for-sale/property/west-midlands/coleshill/birmingham-road/b46-1as/#expired>
- P21: Site Allocations map courtesy of NWBC
- P23: Father Hudson's Bellway Development: http://www.bellway.co.uk/Publish/DevelopmentPlan/fa1f765e-90c9-4766-bbab-a284010f493a/dev_fa1f765e-90c9-4766-bbab-a284010f493a_siteplan_20151913497.jpg

- P24: Coleshill High Street North: Courtesy of John Hoyle, Coleshill Civic Society
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- P29: High Street North Offices: Dominic Moore – Ascension Planning
- P30: Coleshill Parkway: http://s0.geograph.org.uk/photos/90/52/905274_893c3469.jpg
- P31: The view from St Peter and St Paul's church tower photo courtesy of John Hoyle, Coleshill Civic Society - circa 1960
- P32: The view from St Peter and St Paul's church tower photo courtesy of Mike Walpole 2015
- P32: Coleshill Industrial Estate Map courtesy of NWBC
- P33: Coleshill House, Station Road: Dominic Moore – Ascension Planning
- P34: Cole End Bridge: Zoe Hillcox – Coleshill Town Council
- P35: Coleshill Crossroads: Dominic Moore – Ascension Planning
- P39: Cole End Bridge: Zoe Hillcox – Coleshill Town Council
- P40: Coleshill Memorial Park: Karen Barrow – North Talk
- P41: Cole End Park Nature Reserve: Dominic Moore – Ascension Planning
- P42: Coleshill's Conservation Area, South High Street: Dominic Moore – Ascension Planning
- P43: Coleshill's Green Spaces Map courtesy of NWBC
- P46: Cole End Bridge: Karen Barrow – North Talk
- P48: Cole End Park Nature Reserve: Dominic Moore – Ascension Planning
- P49: Coleshill Cemetery: Photo courtesy of Coleshill Town Council
- P50: The River Cole / Cole End Bridge: Karen Barrow – North Talk
- P52: Coleshill Blythe Valley: <http://www.bbc.co.uk/history/domesday/dblock/GB-420000-288000/picture/3>
- P54: The Coleshill School: <http://www.tamwortherald.co.uk/images/localworld/ugc-images/276332/Article/images/22732123/6756879-large.jpg>
- P56: Coleshill's United Church: John Hoyle Coleshill Civic Society

FINAL STATEMENT

COLESHILL'S NEIGHBOURHOOD PLAN

When Coleshill Town Council decided to authorise the setting up of a steering group to create a Neighbourhood Plan for our town, it was realised that its success would be dependent on the co-operation of individuals, families, community groups and organisations. That's because such a plan must reflect comments from the community. We had confidence that we would receive a positive response to our written and on-line questionnaires and that proved to be the case.

Regulations seem to change quickly and often. County Council electoral boundaries have changed. Numbers of MPs are to be reduced. It seems likely that there will be a West Midlands Combined Authority which brings together seven of the largest councils in our region from Coventry to Wolverhampton. The High Speed rail link will also pass very close to our town.

NWBC has now decided to join this consortium. However, for the foreseeable future Coleshill will continue to function within the borough authority.

The NWBC Local Plan describes Coleshill as a market town within the green belt.

Our historic parish boundaries remain intact and projected future development plans are containable within the town's limits.

Responses from the local residents to the steering group have overwhelmingly shown that Coleshill has a clear community identity which is viewed as supportive and friendly. There are issues which need attention but, on balance, people do like living here - it's seen as a good place to raise a family.

If the Neighbourhood Plan is accepted by local referendum, it will become an official planning document which must be consulted when considering planning applications in our town.

It is relevant and local and has been created thanks to the responses of people who live and work here.