

North Warwickshire Draft Local Representations

REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP78	Christopher Brown	Object					I feel the developments proposed are too large for the borough to cope with within existing towns and villages. I feel a better plan would be to look to the creation of a new town that could have facilities purpose built to meet its needs. After reading through the documents available I feel that while small scale development within North Warwickshire should be encouraged, the large scale plan should not be and does not benefit the local area. Most people who move into the areas proposed will be commuter works due to the rural nature of the area and limited bus and rail services that this affords us. This is also assuming that there is local employment opportunities available for such an influx of people.	A new settlement has been considered in the Growth Options April 2016. There are no sites large enough been put forward and delivery will be towards the end of the Plan period.
DLP78	Christopher Brown	Object		LP2			I feel that development should not take place on such a large scale within existing towns and villages. I think a better plan would be to look at the possibility of a new town with North Warwickshire that could be designed and built from new that would allow for future expansion if need within the borough.	Objection noted.
DLP78	Christopher Brown	Object		LP6			LP6, the amount of development is too high for the area to cope with. I also feel that we should not be building a large amount of homes to also satisfy surrounding councils allocation as with the area being rural there is not enough employment and public transport available. At present a great many people within Atherstone, Polesworth and Dordon are not able to use public transport to get to there place of work due to the lack of it, or it would not arrive in time for there working day.	Objection noted.
DLP78	Christopher Brown	Object		LP36			L36. Developers should not be able to depending upon public car parking to cater for the needs of new developments as with this the existing public car parks will not be able to provide for the number of people that wish to use them.	This is being investigated further
DLP78	Christopher Brown	Object		LP39		ATH20, Land to north-west of Atherstone off Whittington Lane Land to east of Polesworth & Dordon	These developments are too large for existing infrastructure (from roads to schools and GPs) to cope with without major investment to the local area. I also feel that they will remove the feel of our market towns. There is all ready a vast amount of 'villagers' that are not just a continuation of one another. Cradon, Dordon, Baddesley, Dordon, Polesworth.	Infrastructure is a key issue. The IDP is a key part of the information to seek contributions to infrastructure as a result of development.
DLP78	Christopher Brown	Support		LP40	Employment		I agree that additional employment is required in the area to try and offset the current employment trend of the vast amount of employers within the area being warehouse operations. If technology/research parks could be promoted this will provide better opportunities for employment within different skill fields and may also allow areas to become more affluent as the skill base of the areas increase.	Support noted
DLP78	Christopher Brown	Object		IDP			I do not believe that enough consideration has been given to the current strategic infrastructure proposed. While I agree that improvements to the Dordon A5 roundabout are of critical importance and that further development should not continue until this is addressed, I also feel that it does not go far enough. With the proposed number of houses within both North Warwickshire and under Nuneaton and Bedworth Council (circular 5000 if all approved) I feel that the A5 will not be able to cope with this amount of traffic as a main through road. At present it is possible to queue from Atherstone to Dordon on the A5 with the level of traffic already present. I think that serious consideration needs to be given to making the A5 a dual carriageway for the majority of its length as a critical risk to the local plan. I also feel that Holly Lane bridge needs to be a critical risk to the developments proposed within Atherstone. With TNT and Aldi present and the Aldi head office expanding the bridge struggles under the HGV traffic especially when two meet head on. There is also no public foot path across the bridge. These issues need to be addressed. The traffic modelling that has been proposed as necessary should be made a critical risk as this need to be locked into before developments are given permission as stated above the A5 which as yourselves state is one to the main roads within North Warwickshire will more than likely not cope with a large increase in traffic that the new developments will bring. Atherstone primary schools are already or near capacity and with the increase in homes this should be up graded to a critical issue and also if a primary school is to be built it should be built to open in line when the new developments are finishing the first stage of their building progress, and not at the final stage once the bulk of houses are occupied and there are no school places available. Queen Elizabeth secondary school will also face further interruptions as this will also need expanding to cope with addition pupils. Additional health care facilities from GPs to A and E should be made a critical issue as the existing services are stretched to near full capacity.	Infrastructure is a key issue. The IDP is a key part of the information to seek contributions to infrastructure as a result of development.
DLP78	Christopher Brown	Object		IDP			ContinuedThe George Eliot no longer supplies a compressive A and E department with major injuries require patients to be moved to Walsgrave hospital. AS Walsgrave also covers Polesworth and Dordon along with Nuneaton I feel that both of these will not cope with the number of patients that they have the potential to see.	As above

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REF	NAME	Support/ Object	PAGE/ PARAGRAP H	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP79	Susan Spencer						<p>I am an allotment holder - plot 6 - on the plots that are adjacent to Coleshill Memorial Park. I have had my allotment since July 2015. The plot was covered with brambles and I had help from the local council to clear most of it. I have invested a lot of time and effort (with help from my family) in bringing the plot to the stage where half the plot will be propagated this coming year (Coming First in the Coleshill Most Developed plot 2016). I have also had other plots close by that have been taken over by new or existing allotmenters and can see the development of what was a derelict area coming to life. The Shed Project has also made a huge impact with the Church also now becoming involved. With all this new interest in making good this Allotment it is heart breaking but understandable to find that the land will be built on. I understand that the "Stonebridge" Allotment has now been added to the Local Neighbourhood/Development Plan 2015 to 2030 and identified for 30 Homes --Appendices COL12 - page 900. I would like assurance that those of us who rent plots at this site would be found alternative allotment plots within Coleshill and have help to move to such plots when this land is developed. Having attended a consultation drop in meeting at Coleshill Town Hall it was suggested that the allotment plots could move to the land that is purchased for the new extension of the Cemetery (section 2.5ha). I cannot find any information confirming that this land has yet been purchased so I am therefore seeking reassurance for those who are Allotmenters at Stonebridge Allotment (adjacent to the Memorial Park) that we will be found alternative land in Coleshill when the building on this land goes ahead.</p> <p>I assume that the council understands the safeguards and alternatives laid out in the following government document https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/276081/Allotment_disposal_guidance_-_Safeguards_and_alternatives.pdf and could also be in touch with the National Society of Allotment and Leisure Gardeners (NSALG) as the national representative body for the allotment movement in the U.K. http://www.nsalg.org.uk/about-us/our-history/ for further information if needed.</p>	Information noted
DLP80	Ian Walls	Object	7.24, 7.25				<p>The wording of Paragraph 7.24 refers to specific advice given in the NPPF (Paragraph 89) which indicates that, in policy terms, gives 6 instances where the construction of new buildings in the Green Belt is acceptable and thus appropriate. The inclusion of this advice in a supporting text to a Policy (LP3), rather than within the policy itself, indicates that it has been subject to some political influence in order to ensure that such sites never come forward for development. It seems to be the case that the Borough Council has sought to choose the policies it likes and discard those that it does not. The situation is such that parts of the Borough are covered by the Green Belt designation and so the provisions of the NPPF (Paragraphs 79-92) should be given significant weight. The geography of the Borough is acknowledged in Paragraph 7.25 with reference to the presence of previously developed land in the countryside. The approach adopted by the local Plan is that such sites should not be redeveloped for 3 reasons. In response, the objector considers that the Borough Council should look for solutions rather than problems (as advised by Paragraph 187 of the NPPF) in addressing such sites rather than just precluding them. As such, consideration should be given to the following: 1. Making the sites sustainable by encouraging a mix of land uses subject to their size and the scale of development proposed. A good example of this would be homeworking. 2. Adopting a strategy in the rural area where sites close to a group of villages or single village could help to enhance or maintain their facilities and community. 3. Allocating the sites for development in preference to greenfield land.</p> <p>Within the countryside of the District there will be existing brownfield sites which, through redevelopment, could offer significant benefits. In accordance with the NPPF these could be economic, social and environmental. A good example of this is the former Whitacre Garden Centre, Tamworth Road, Neather Whitacre. In 2012, planning permission (LPA Ref: PAP/2012/0348) was given to redevelop the site for residential purposes. This involved demolishing the existing buildings and erecting 25 dwellings in their place. In this case, the Borough Council took a pragmatic approach in that, in land use terms, housing was seen as being more sympathetic to the rural area than a commercial activity. In terms of the Green Belt, the removal of the large structures and replacing them with something much smaller and more domestic in scale was seen as improving the openness of the national designation.</p>	Noted
DLP80	Ian Walls	Object		LP2				Noted. NPPF provides guidance and national policy approach for brownfield site redevelopment in Green Belt.

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REF	NAME	Support Object	PAGE NUMBER	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP80	Ian Waits	Object		LP3			The wording of the policy should be changed to include the advice in the NPPF. The omission of the 6th bullet point of Paragraph 89 is totally unacceptable. This states that "limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development." The inclusion of this advice into Policy LP3 can be justified on the basis that redevelopment should: (a) have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less; (b) contribute to the achievement of the objectives for the use of land in Green Belts; (c) not exceed the height of the existing buildings, and (d) not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity). 1. In applying the above consideration would be given to: -1 The site as a whole; 2. The aggregate ground floor area of the existing buildings (the "footprint"), excluding temporary buildings, open spaces with direct external access between wings of a building, and areas of handstanding. 3. The character and dispersal of the proposed redevelopment; 4. The location and extent of existing buildings; and 5 Visual amenity, with reference to siting, materials and design	Policy LP3 is to supplement the NPPF not to duplicate it. No changed is proposed.
DLP80	Ian Waits	Object		LP6			The Borough Council's approach to its 5 year housing supply was recently tested at appeal by the Muller Property Group at a Public Inquiry (APP/R3705W/16/31349572). The Appellant contended that the Borough Council's prediction is based upon the delivery of a number of housing sites that are not achievable given the advice in the NPPF. It was concluded that this resulted in Paragraph 49 of the NPPF being engaged. The PINS Inspector issued his decision on the 6th January 2017. The appeal was allowed. The assessment indicates that the Inspector was not convinced by the Borough Council's evidence, in terms of certain housing sites coming forward, and felt that the supply was 3.5 years and not 9.4 years as suggested by the Borough Council). The Inspector also noted that the Borough Council did not make provision for windfall sites in its 5 year housing land supply calculation.	Noted - no change
DLP80	Ian Waits	Object		LP8			The windfall of 60 dwellings per annum is low. The supporting text (Paragraph 8.8) accepts that it is a conservative figure.	It is a conservative figure but this allows greater flexibility with the housing figures and ensures there is not an over reliance on windfalls. No change
DLP80	Ian Waits	Object		LP39			It is acknowledged that the Local Plan puts forward a variety of sites to be developed. This includes their size and the level of housing they can provide. It is considered that much more emphasis should be given to allocating small sites for housing development in all the settlement categories. This includes Category 5 where serious consideration should be given to what positive benefits a scheme could offer thus outweighing the adverse impacts/harm e.g. noisy bad neighbour activities. Such sites are more likely to come forward quicker thus making a more valuable contribution to the delivery of housing in the Borough.	Disagree. Plan
DLP81	Atherstone Civic Society	Comment		Strategic Objective 6			Keen to see improvement in design. Drawing technicians should not be used rather than qualified architects. Allow more innovative design such as at the Stirling Prize-winning Astley Castle. Developers must be persuaded to spend more on design particularly in relation to Listed Buildings and in Conservation Areas.	We can only encourage who draws plans to accompany a planning application. It is not something we can directly affect through a Local Plan. Good design is referred to throughout the Plan.
DLP81	Atherstone Civic Society	Comment		Strategic Objective 7			Suggest to add "and protecting them from development" to 2; add "Ensuring that all new development is well-designed and well integrated with its setting" to 4 and add "Ensuring that new development does not impact adversely upon the natural or historic environment, but respects and enhances its setting."	Concerns noted. Further text clarification will be considered.
DLP81	Atherstone Civic Society	Comment		Sustainable Development			Need to spell out the most important considerations to read, "without delay, unless material considerations indicate otherwise, or if they concern Grade I, Grade II or Grade II* Listed Buildings, to impact upon Conservation Areas or archaeological sites."	Concerns noted. Further text clarification will be considered.
DLP81	Atherstone Civic Society	Support		LP1			We support this policy. Looking to add Grades I, II or II* Listed Buildings, Conservation Areas and archaeological sites as specific material. Add "Pre-application consultation with the local community by developers will be required in larger schemes".	Support noted.
DLP81	Atherstone Civic Society	Support		LP2			Support in principle	Support noted
DLP81	Atherstone Civic Society	Support		LP3			Support in principle	Support noted
DLP81	Atherstone Civic Society	Support		LP4			Support in principle	Support noted
DLP81	Atherstone Civic Society	Support		LP5			Strongly support	Support noted

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DLP81	Atherstone Civic Society	Object		LP7	Housing mix		Additional executive housing required for Atherstone to service new commercial developments and reduce commuting. Too many small dwellings with poor amenity. Need better quality housing and sixth form at QE Academy to attract long term settlers.	Noted. Policy seeks broad range of housing type, tenure, size and design sought to address all of Borough's needs. SHMA highlights housing needs of Borough. Establishment of sixth form would be encouraged but delivery subject to Academy control.
DLP81	Atherstone Civic Society	Object		LP7	Density		To achieve a more balanced community, it is desirable to attract residents in the higher wage brackets. May be advisable to provide some 'executive' houses on larger plots. To allow for such houses, the density rule is space for reasonably-sized gardens. These benefit the ecosystem by attracting and sustaining wildlife. Development should only be considered after a full Development Brief for the whole site has been drawn up by the Council.	Noted. Policy addresses the issue. Higher density will be expected in town centres. Reasonable mix expected elsewhere to address needs and efficient use of land.
DLP81	Atherstone Civic Society	Object		LP7	Infrastructure		We support these policies to make it easier for young people to get on the housing 'ladder' or rent good quality accommodation at a reasonable cost.	Development Briefs and/or Concept Plans and Master Plans are required for larger site proposals. Unnecessary detail for small sites.
DLP81	Atherstone Civic Society	Support/Comment			Affordable Housing		Support this policy but would like to see a mixture of market and affordable houses on the same development to prevent the development of 'sink estates' as has happened in parts of the Borough in the past.	Support noted.
DLP81	Atherstone Civic Society	Support		LP9			Suggest that nomadic people be asked to pay in advance when they arrive on site for the costs of clearing rubbish from the site when they leave. If they take their rubbish away the cost can be refunded.	Support noted. Policy seeks broad range of housing type, tenure, size and design, both affordable and open market sought to address all of Borough's needs.
DLP81	Atherstone Civic Society	Object		LP10	Gypsy and Travellers' Sites.		Support in principle	Noted. Local plan does not address charging and management of Gypsy and Travellers sites, just addresses site needs and location.
DLP81	Atherstone Civic Society	Support		LP11				Support noted
DLP81	Atherstone Civic Society	Object		LP12	Employment Areas.		Pleased to see that B8 use will not be permitted on some industrial estates. Feel policy could go further. B8 use is blighting local communities with lorries parked indiscriminately. Believe that space for parking should be found on the 'just-in-time' warehouse sites themselves, instead of in lay-bys and minor roads surrounding the site. Parking on local roads should not be permitted.	Concerns noted. Issue under consideration. On-site parking provision can be sought but only for needs of each individual industrial/warehouse application/site. Need is for wider lorry parking need and Local Plan not able to deliver management and charging for such proposals, which are key to encouraging their use.
DLP81	Atherstone Civic Society	Object		LP13	Rural Employment		Rural employment through diversification and conversion of historic buildings for industrial use has already destroyed the amenity of historic sites in the Borough. Re-use of existing rural Buildings Policy criteria suggests that, if there is no viable re-use of a listed building, it can be demolished. It needs to be re-worDED to make it clear that this is not the case.	Concerns noted. National planning policy encourages rural employment through farm diversification for economic growth benefits. Impact on historic environment and assets will be addressed by Development Management Policy LP15 as advised by Historic England and the Warwickshire Historic Environment Record, which is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Policy seeks and refers to re-use and adaptation only, not demolition. Plan should be read as a whole.
DLP81	Atherstone Civic Society	Support		LP14	B New Landscape Features		Support a stronger policy on these types of development. In the past the Council has allowed too many so-called 'fishing pools' which in some cases are nothing more than opportunities for landowners to sell 'lipping rights.	Support noted
DLP81	Atherstone Civic Society	Object	10.9		Conservation Area assessments		Feel very strongly that Conservation Area status for the canal corridor is long overdue.	Issue noted.
DLP81	Atherstone Civic Society	Object	10.10.				North Warwickshire lags behind its neighbours in recording landscape features such as earthworks and ridge and-furrow field systems. The Draft Plan needs to take far more account of these less dramatic landscape features which are diminishing rapidly.	Issue 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. Local Plan is not appropriate vehicle or document to address historic landscape assessment, which is undertaken by the County Council's Environment team and part of evidence base to inform Plan.
DLP81	Atherstone Civic Society	Object	10.11				Noted. Council does not use the powers available to it to achieve the repair of the Buildings at Risk on Historic England's list.	Issue noted. Local Plan is not appropriate vehicle or document to address historic buildings at risk requirements and regulations beyond highlighting the issue. Where individual building issues are highlighted Council will address issue as required by regulation.
DLP81	Atherstone Civic Society	Object	10.12				Council must insist that all proposals are drawn up by properly qualified Conservation Architects. Grants for historic building refurbishment should be claimed back where property was not occupied appears to be required by grant conditions.	Issue is a matter for application validation process, not Local Plan. Unaware of grant conditions applying to non or under occupation, only to resale following refurbishment.
DLP81	Atherstone Civic Society	Support		LP15			Strongly support. Concerned over difficulty of enforcing it. Urge the Council to give more priority to the historic environment, which could be a source of economic development.	Support and issues noted.
DLP81	Atherstone Civic Society	Object			Understanding the Historic Environment		No evidence of any updating of Conservation Area Appraisals since Conservation Officer left.	Issue noted. Plan addresses impact of development proposals on historic environment, not the vehicle for Conservation assessments, Action plans or Historic Improvement Plans.
DLP81	Atherstone Civic Society	Object			Traffic and the Historic Environment		Towns are becoming cluttered with signage and street furniture. Seek removal or reduction of signage into our towns to make them more attractive and to remove a confusion of signs. Loss of appropriate street paving to tarmac in Atherstone a concern	Issues noted. Plan addresses impact of development proposals on historic environment, not the vehicle for Conservation Area assessments, Action plans or Historic Improvement Plans. Text can encourage approach as best practice.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP81	Atherstone Civic Society	Object		LP16			Policy is strong enough. SSSIs, RINCs and RIGSSs should be protected and no development should be permitted which affects them. In our view bio-diversity offsetting has a very limited role in preventing bio-diversity loss and cannot ever hope to replace an ancient woodland.	Concern noted. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.
DLP81	Atherstone Civic Society	Support		LP17	Green Infrastructure Tame Valley Including Kingsbury Water Park		We support the policy but fear that it may be merely an aspiration.	Support noted
DLP81	Atherstone Civic Society	Support		LP18			Support this policy	Support noted
DLP81	Atherstone Civic Society	Object		LP19		New LNR	Propose a linear footpath along the river bank, connecting through to Gypsy Lane and along the west bank of the Innage Brook towards the town.	Noted. LNRs are publicly owned and managed sites only. District, Parish and town councils can 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. LNRs must be controlled by the local authority through ownership, lease or agreement with the owner. Private sites can be classed as Nature Reserves if ownership/control transferred. No change proposed.
DLP81	Atherstone Civic Society	Support		LP20			Support this policy.	Support noted
DLP81	Atherstone Civic Society	Support		LP21			We support this policy	Support noted
DLP81	Atherstone Civic Society	Support		LP22			We support this policy	Support noted
DLP81	Atherstone Civic Society	Support		LP23			We support this policy	Support noted
DLP81	Atherstone Civic Society	Object		LP24		New cycle route	Mention should be made of the long-proposed footpath/cycleway along the south bank of the River Anker from the Witherley footbridge to Ratcliffe Road, then along the river bank through the Royal Meadow Playing field to Sheepy Road, then Gypsy Lane and left along the west bank of the Innage Brook to the entrance bridge to the town under the by-pass. This would provide a recreational route and also a mainly off-road link to the railway station and the town centre.	Noted. No route currently identified and proposed but work underway on identifying opportunities. Site proposed involves private land. No access agreed. Potential opportunity for Neighbourhood Plan approach.
DLP81	Atherstone Civic Society	Object		LP25			Council should pro-actively seek the restoration of the Camp Hill Chords. Also railway footbridge (Atherstone) must be restored.	Issues noted. Infrastructure is a key issue that is being addressed through the IDP. 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.
DLP81	Atherstone Civic Society	Object		LP26	Rail footbridge		Following on from above, amend bullet point 1 to read: 'A new footbridge will be provided at Atherstone Railway Station and improved car parking facilities on both sides of the track will be explored.	Issue noted. Text amendment to "seek replacement footbridge at Atherstone" as rail service and infrastructure responsibilities out of control of Local Authority.
DLP81	Atherstone Civic Society	Support		LP27			Support Safeguarded Route RRL. There is an error on line 4 which should read '...if this is not possible then as a recreational cycle route.'	Support noted. Corrected text to be added.
DLP81	Atherstone Civic Society	Comment		LP28	Strategic Road Improvements		Urgent consideration is required on the future of the A5, congestion, delays and impact of HS2	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. Ongoing discussions with Highways England, County Highway Authority, A5 Partnership, DoT, LEP's and Developers to address road infrastructure needs and issues.
DLP81	Atherstone Civic Society	Support		LP29	Walking and Cycling		Strongly support this policy (see comments at LP24 above). The Borough is very short of safe cycle routes. Cycle lanes on the A5 are too dangerous. Footpaths and road verges should be adapted to take cycles and pedestrians.	Support noted.
DLP81	Atherstone Civic Society	Object	13.4				Please add in the Borough Council's Draft Conservation Area Appraisal of March 2006.	Issue noted.
DLP81	Atherstone Civic Society	Support		LP31	Development Considerations Built Form		We support this policy	Support noted
DLP81	Atherstone Civic Society	Support		LP32			Stress strongly how important it is for schemes to be designed by qualified architects. Support Specific Development Types criteria, especially where backland development is concerned and Alterations, Extensions and Replacements, especially the replacement of historic rural buildings.	Support noted

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DLP81	Atherstone Civic Society	Support		LP33	Shop Fronts, Signage and External Installations		Support this policy	Support noted
DLP81	Atherstone Civic Society	Object		LP34	New Agricultural, Forestry and Equestrian Buildings		Concerned that, with forms of business other than farming now becoming very lucrative, farmers are erecting agricultural buildings with no intention of using them in the long term. Instead they are converting them to industrial use. The Council needs to introduce a new policy to prevent this from happening.	Concerns noted. NPPF Guidance and Permitted Development rights enable and control erection of many agricultural buildings with limited local authority input or control.
DLP81	Atherstone Civic Society	Support		LP35			We support this policy	Support noted
DLP81	Atherstone Civic Society	Support/ Comment		LP36	Parking		Support the proposal to include car parking in new development. Avoid permission without parking, even in town centres and designate spaces for car parking only. Need also for just in time parking at logistics/B8 estates and development.	Support and Concerns noted. Parking is an issue that the Plan is addressing through flexible parking standards, with no maximum to ensure adequate provision.
DLP81	Atherstone Civic Society	Object		LP37	Renewable energy and Energy Efficiency		The roofs of new barns and industrial buildings should be fitted with solar panels. Where there is no adverse impact on the landscape or townscape, new dwellings should also be fitted with solar panels	Cannot require solar panels in all cases, particularly structures allowed under permitted development rights. Policy will encourage and seek opportunities to address renewable energy target but cannot insist/specify method and equipment to deliver this.
DLP81	Atherstone Civic Society	Support		LP38			We support this policy	Support noted
DLP81	Atherstone Civic Society	Object				Atherstone and Mancetter.	Believe that there is no proven local need for 1282 extra houses here. Likely to form a 'dormitory' population, commuting to the conurbations for employment. Loss of agricultural land. Of little benefit to the local community or economy as will shop elsewhere. Would favour a Government policy to ensure that land sold for development is not merely land-banked. Also planning permission should have a cut-off date of three years, after which it lapses. Furthermore, it should not be possible to begin development simply by minimal works such as digging a trench. The Council should have powers to withdraw the planning permission if this happens.	Concerns noted. Local Authority and Local Plan cannot set National Government Policy regulations. Housing need established through Objectively Assessed Housing Needs Assessment (OAHN) and Strategic Housing Market Area study for Coventry and Warwickshire. OAHN based on evidence including 2015 SHMA that Warwick DC Inspector recently accepts and considers to be based on reasonable and soundly based assumptions. 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).
DLP81	Atherstone Civic Society	Object		LP40	Employment Allocations		Council should now introduce a policy to control further B8 use	Issue noted. In absence of sufficient evidence to justify restriction cannot apply a "blanket ban" approach to B8 uses across Borough, particularly in view of demand and need for logistics use. Can restrain over intensification of use on site proposals, however, and seek/encourage B1/B2 and high tech professional services and manufacturing uses on appropriate sites. Policy for MIRA site seeks this approach.
DLP81	Atherstone Civic Society	Object		LP39		Atherstone football ground	New site for ground needs to be found if site to be developed.	Issue noted.
DLP81	Atherstone Civic Society	Support		LP39		Land at Holly Lane/Rowland Way	Support the fallback policy of using the site for B1 and B2 use rather than B8.	Support noted
DLP81	Atherstone Civic Society				Bardesley and Grendon	Land at Church Farm, Bardesley Ensor	Concerned that there has been far too much infill development in Bardesley, which has undermined the dispersed 'healthland' nature of the settlement. Church Farm needs sensitive design approach. As one of the last undeveloped areas of the village we are very concerned about the proposal to add new development to the farm site. Can conversion of existing buildings rather than redevelopment be an option.	Issue noted. Building not listed. Site Proposal encourages conversion if possible, but site will address housing need for village and may not be feasible/viable.
DLP81	Atherstone Civic Society					Herts Hill with Anasley Common	Would expect all proposals for development here to be consistent with the Herts Hill Neighbourhood Plan.	Noted.
DLP82	Canal & River Trust	Comment	10.16				In NW the Trust owns and operates 7km of the Birmingham & Fazeley Canal and 17km of the Coventry Canal. Agree with comments in 10.16 that canals contribute significantly to green infrastructure. However canals are multi-functional providing more than just open space and wildlife habitats.	Noted
DLP82	Canal & River Trust	Comment		LP17			Agree with comments in 10.16 that canals contribute significantly to green infrastructure. New developments in vicinity of canals should aim to avoid adverse impacts on ecological value of canal corridor and consider whether there is scope to contribute to improvements to support the role canals play as a form of green infrastructure.	Noted
DLP82	Canal & River Trust	Comment		LP29			Support the aim of developing a walking and cycling strategy. Such a strategy should consider the role the canal towpath can play in providing a non-traffic environment for walkers and cyclists both for commuting for leisure and recreation.	Noted for incorporation in the walking and cycling strategy.

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REF	NAME	Support/ Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP82	Canal & River Trust	Comment				Land north-west of Atherstone	Any masterplan of this site should aim to encourage the use of the towpath (approx. 1.1km) without significantly increasing the Trust's maintenance liabilities. There are 3 bridges within the site, one of which is listed. There are two locks within the site both of which are listed. The towpath within the site and up to the town centre will require resurfacing for all year round use. The canal can form an important element of green infrastructure within the site whilst ensuring the character of the canal corridor is appropriately protected. It is important that any development of this site takes full account of the canal, both in terms of potential impacts on its character and also direct impacts on the structural integrity of the canal. Any new building close to the canal edge will need to demonstrate that it will not adversely affect the canal wall.	Ensure policy relating to this site highlights the importance of the canal and the improvements to the towpath in particular.
DLP82	Canal & River Trust	Comment				Britannia Mill		Site now has planning permission and will be deleted from the list of allocations.
DLP83	Hartshill Parish Council	Object		LP39 & 40			Hartshill Parish Council supports the Plan in the terms of it being applied Borough wide, in equal measures to all communities. Hartshill is being subjected to a 40% increase in housing numbers, when the Borough wide increase is 10% per settlement. Add this to the proposed sites in Anstley Common and there will be an intolerable impact on infrastructure. The Parish Council would like to see recognition of this and look forward to outcomes from CIL/S.106 payments. New infrastructure should be in place before any major development commences, and a meaningful gap should be made around Hartshill.	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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Threshold for delivering contributions and phasing of development will likely be linked to infrastructure needs and delivery. Development will have to address infrastructure needs and impacts through appropriate, necessary on-site delivery or financial contributions through S106 obligations or delivery through service providers. Board Report will address some of these issues.
DLP83	Hartshill Parish Council	Comment		Chapter 5			Would like to see less paved areas on new developments to reduce incidents of flooding.	Issue 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.
DLP83	Hartshill Parish Council	Object		Chapter 6			Fly tipping should be made a higher priority as it affects public perception of an area, solar CCTV could be used to catch offenders	Fly tipping not a specific issue for Local plan process.
DLP83	Hartshill Parish Council	Comment		Chapter 12			Encouragement should be given to use of 'above shop' premises for housing, with an ageing population more homes should be encouraged that allow for an extension to be added at a later date.	Issue noted. Policies seek to encourage town centre uses and use of vacant upper floors to provide much needed housing opportunities. See LP22 and 23. Plan should be read as a whole.
DLP83	Hartshill Parish Council	Object	13.8	Chapter 13			The River Anker at Leathermill Lane is always blocked with rubbish, this must contribute to the flooding that occurs regularly at the bridge. The Council should seek to reduce materials causing blockages.	Issue noted. Not a specific issue for the Local plan process and a surface water drainage management matter. 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.
DLP83	Hartshill Parish Council	Object	15.54	SAP SITES GRE1 & GRE2			Early consideration of beneficial alter uses of mineral sites should be undertaken as soon as possible.	Issue noted. This is a matter to be addressed in the Minerals Local Plan.
DLP83	Hartshill Parish Council	Object	15.58	SAP H53			Land off Oldbury Road should not be considered as a potential development site, the road structure is too narrow, with too many bends. Land at Moonwood is full of wildlife and development would have an adverse impact.	No site allocation included in Plan off Oldbury Road. No change proposed
DLP83	Hartshill Parish Council	Support		LP1-40			Policies are required to moderate the implementation of the Plan.	Noted
DLP83	Hartshill Parish Council	Object				Hartshill and Anstley Common proposals	The concentration of high numbers for Hartshill, compared to other areas will put an intolerable burden on current infrastructure. Allocations for Anstley Common and Galley Common cannot be taken in isolation of these areas. The impact to reach employment areas on the A5 trunk road is unacceptable without alternative road infrastructure. Hartshill has by far the largest allocation of houses in North Warwickshire. Wish list submitted for S106 from development.	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, and Developers to address road infrastructure needs and issues.
DLP83	Hartshill Parish Council	Support/ Comment		LP40/ HARS ANS COM 1-2-3			The siting of employment areas along the A5 have been placed with scant consideration to how the employment area will be accessed from housing at HARS, ANS COM 1-2-3. All of the traffic generated by these areas will increase capacity in all 3 local schools and GP surgeries, all of which will be using the roads in Hartshill. What consideration has been given to residents of Hartshill who rely on public transport to access the employment area along the A5.	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.
DLP83	Hartshill Parish Council	Comment		IDP/SA			The infrastructure delivery plan should control the rate of development to become acceptable by new construction of new roads, schools, health care facilities and underground services, but will the developers agree to it? The Plan will only be sustainable if the infrastructure delivery plan is enforced.	Issue 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. Will endeavour to get any infrastructure and highway improvements and other service facilities at the earliest opportunity. Threshold for delivering contributions and phasing of development will likely be linked to infrastructure needs and delivery.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP84	National Federation of Gypsy Liaison Groups	Object	LP10				Policy L10 is contradictory; the preamble limits sites to those within "safe walking distance of a settlement" whereas the second criterion limits sites to those within "safe, reasonable walking distance of a public transport service". The criterion is better than the preamble. The final paragraph should refer to all Gypsy sites, not just those in appendix 'E'. Most importantly, the policy should commit the Council to meeting the need for Traveller sites as established in an up-to date assessment as a minimum.	Issue noted. Policy not contradictory but complementary through use of term "also" in preamble. Text clarification required regarding Appendix E and new sites. Currently Borough has a 5 year supply of sites. GTAA (2013) was commissioned jointly with Nuneaton and Bedworth Borough Council and covered the period 2012-2028.
DLP85	St Modwen's	Object	4.2, 15.43		Spatial Vision		Spatial Vision ignores that the character of the Borough is set to change. The emerging Plan identifies and seeks to meet development requirements well in excess of those which North Warwickshire has historically needed to accommodate. The emerging Plan should embrace development along transport corridors. Wording should be amended to read, "The rural character of North Warwickshire will be retained, whilst embracing the opportunities for growth along its strategic transport corridors." On a similar theme, the text at paragraph 15.43 of the emerging Plan is inappropriate. This paragraph should be deleted and replaced with one which takes a positive tone to the role that North Warwickshire can play in helping other local authorities to meet development needs	Noted. Disagree. Borough already approaching development shortfall in a positive and proactive way, including agreements through various MOJs.
DLP85	St Modwen's	Object		LP1			Wording in the second part of the policy (under "Quality of Development / Place") which requires that, "All development proposals must..." (emphasis added) should be amended. There will be many cases where (for example) issues around the historic environment, or linkages between green spaces and wildlife corridors, are irrelevant, but this policy would require them to be attended to. The wording in this part of the policy should therefore be amended to read, "All development proposals must, where relevant..."	Disagree. Plan should be read as a whole. LP1 provides overall framework policy for rest of Plan. Other Policies provide necessary flexibility. No change proposed.
DLP85	St Modwen's	Object		LP5	Meaningful Gap		To reflect the recent planning permission PAP/2014/0648, which should be excluded from the Meaningful Gap. (Supporting text included, reflecting Inspectors comments etc)	Issue noted. Board Report addresses this issue. Site area to be excluded from Meaningful Gap south of A5.
DLP85	St Modwen's	Object		LP16	Nature Conservation		The wording of draft Policy LP16 is confusing. It appears from the first sentence of the third paragraph that development of any site having any importance at any level for nature conservation would be prevented, unless a form of sequential approach was first followed to consider alternatives. This seems to be at odds with the rest of the policy which, more appropriately, weighs up benefits and impacts, seeks to avoid harm, and requires mitigation. The first sentence of the third paragraph of draft Policy LP16 should be deleted.	Issue noted. Further clarification may be necessary.
DLP86	St Modwen's	Object		LP28	Strategic Road Improvements		Policy should be amended to explain the ways in which the evidence will be used to inform development proposals affecting the A5. As currently drafted the position is vague, provides no certainty for developers, and leaves the position open to wide interpretation. If this policy is to be retained within the Plan, it should be re-written to set out explicitly the criteria relevant to the consideration of proposals affecting the A5.	Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Ongoing discussions with Highways England, County Highway Authority, A5 Partnership, DoT, LEP's and Developers to address road infrastructure needs and issues. Outcomes will be fed into IDP and Proposal text where appropriate to address strategic road improvements required. Board report will address some of these issues.
DLP87	St Modwen's	Object		LP31	Development Considerations		The general thrust of draft Policy LP31 is accepted. However, it is not the case that all of its criteria will be relevant to all development proposals. The second sentence of the policy should be amended to read, "Where relevant, development should..."	Issue noted. Policy does not state "All" Development, simply "Development should" and does not "Require All" considerations to apply to "All Development". Simply seeks development proposed or potential to apply the appropriate conditions. Where the condition is not appropriate or relevant it will not therefore apply. Accepted that not all development is same but practical, pragmatic approach should be taken. Plan should be read as a whole. Other Policies may apply also. Reasoned Justification may be clarified to help. No change proposed.
DLP88	St Modwen's	Object		LP37	Renewable Energy and Efficiency		General thrust of draft Policy LP37 is accepted. However, it should be amended to support low carbon as well as renewable energy sources, which may represent a more appropriate and viable approach in certain circumstances. In the second and third paragraphs of this draft policy the words "or low carbon" should be added after the word "renewable". In the second paragraph, the opening text should be amended to read, "New proposals will be..." to clarify that this requirement will not be applied retrospectively.	Issue noted. Further clarification may be necessary.

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REF	NAME	Support Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP89	St Modwen's	Object	7.48	LP6/LP40			Reference is made in the emerging Local Plan (paragraph 7.48) to the wider than local need for large employment sites that exists regionally. The Plan does not grapple with this issue, or the extent to which the Borough might contribute to meeting this need. Evidence suggests that there is a need for the Local Plan to identify additional large employment sites. As a matter of fact, the scheme allowed on appeal to the south east of junction 10 now represents a commitment, and this should be recognized in the Local Plan as a formal allocation. The allocations in draft Policy LP40 should be expanded to include the site permitted on appeal to the south east of junction 10, and a descriptive text box added in the section of the plan that follows to describe this, in similar terms to those expressed after paragraph 15.43 for land south west of junction 10, albeit without the reference to this (south east of junction 10) land necessarily being to meet the needs of Tamworth. The third bullet point of draft Policy LP6 should, at the very least, be amended to read, "a minimum of 90 hectares of employment land". More appropriately, this policy should explicitly recognize that it does not plan for wider than local need, and include a time bound commitment to explain how that deficiency will be remedied, quantified, and planned for.	Disagree. Plan focus is on North Warwickshire needs and requirements but takes into account employment needs and growth from wider sub-region through additional employment land allocated to address accommodation of housing for Birmingham shortfall. MIRA site provides opportunity for large employment site. Hains Hat site also approved. Local Plan is delivering more than local needs in terms of employment land, particularly in terms of addressing Birmingham housing shortfall employment needs, agreed through MOU. No change proposed.
DLP86	Tyler Parkes Partnership	Object		LP39		Land east of Tamworth Road, Kingsbury	Omission of site north of Kingsbury for housing on the grounds of soundness, lack of robust proportionate evidence, and non-compliance with national planning policies. 1. Does not comply with White Paper 'Fixing our Broken Housing Market as Local Authority ducking difficult decisions and not planning for housing needs in their areas. 2. Duty to Cooperate and the Housing Requirement - The absence of agreed up-to-date Memorandum of Understanding between all the local authorities within the HMAs, required under the legal Duty to Cooperate. As distribution of the unmet housing need across the GBHMA is yet to be agreed, irrespective of MOU agreed between NWBC and Birmingham, because other Local Authorities have yet to agree to a HMA wide MOU, and shortfall is currently being recalculated in the light of more up to date information, North Warwickshire Local Plan should acknowledge the work being carried out across the GBHMA, recognise a need to modify the emerging draft plan or carry out an immediate review to address a realistic contribution towards meeting housing needs shortfall across the GBHMA and effectively halt, delay and bin the current Local Plan.	Disagree. The likely timescale for both finalisation of current recalculation of GBHMA shortfall and GBHMA Authority wide agreements on the level and distribution of this shortfall is difficult to predict. This potential delay creates an effectively permanent review, update and potential challenge situation, where Local Plans would never get to a point of adoption or examination. Further delay to delivering Development Plan locally is important. Local Plan is delivering wider than local needs in terms of employment land, particularly in terms of addressing Birmingham housing shortfall employment needs, agreed through MOU. This reflects a positive and pro-active approach to Duty to Co-operate responsibilities. North Warwickshire is one of few authorities who have made a pro-active and positive approach to all neighbouring authorities in terms of working with them to address their shortfalls in a reasonable, constructive and supportive process through joint working, joint meetings, signing MOU's and early commitment to including agreed levels to help address their shortfalls in the Plan. In addition, sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. 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. Site to west is safeguarded for future release only. Site to east also close to HSE Consultation zone for Oil Storage Depot. Board Report addresses some of these issues.
DLP86	Tyler Parkes Partnership	Object		LP6			The failure to include a mechanism in Policy LP6 'Amount of Development' for the contribution towards the Coventry and Warwickshire HMA and GBHMA to potentially be increased to reflect work currently being undertaken.	Issue noted. See response above.
DLP86	Tyler Parkes Partnership	Object		LP6			The use of the word 'aspirational' in Policy LP6 as this effectively means there is no firm commitment in the Local Plan to provide The 3,790 contribution towards the GBHMA shortfall. This uncertainty will not satisfy the Legal Duty to Cooperate requirements or NPPF requirements to meet the full objectively assessed housing need in a HMA, paragraph 17.	Issue noted. Disagree. Plan has made that commitment through the site allocations addressing the full housing need and shortfall identified. Infrastructure needs and requirements will still need to be identified, tested and addressed before delivery. No change proposed.
	Tyler Parkes Partnership	Object					The lack of a policy to trigger an early Local Plan review if/when the spatial strategy fails to deliver the scale of growth required, including the associated infrastructure. In short, the plan needs to identify and allocate more demonstrably 'deliverable' housing sites to be removed from Green Belt with less reliance on very large sites. Very large sites will inevitably be problematic to deliver in the short to medium term with an associated need for significant investment in infrastructure and with growth on a scale which will place undue pressure on existing surrounding communities and their services and facilities. At the very least Green Belt boundaries should be redrawn in order to provide for additional safeguarded sites in the event that the allocations do not deliver as anticipated.	Issue noted. Disagree. Plan has made that commitment through the site allocations addressing the full housing need and shortfall identified. Infrastructure needs and requirements will still need to be identified, tested and addressed before delivery. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall outside of Green Belt. No change proposed.
DLP86	Tyler Parkes Partnership	Object		Evidence Base			Contrary to the national planning policy requirement for policies to be justified based on proportionate evidence, reports prepared theoretically to inform the DLP preparation process, were not available for consideration prior to publication of the Draft Local Plan. The DLP was published in November 2016 but the supporting evidence was unavailable until 3 months later in February 2017. Councillors were required to approve the plan for public consultation without being able to rely on the justification and understand/challenge the basis for the sites proposed for allocation. This is both undemocratic and unsound.	Disagree. Plan consultation period was extended to 12 weeks to address delay in finalising of evidence base and SA. Much of existing evidence base for Core Strategy, Draft Development Management Plan and Site Allocations Plan already related to and reflected sites and Policies in New Draft Local Plan. Evidence base was, in many cases, simply updating current situation and knowledge. Members were aware of this evidence and past policy and site allocations, strategy approaches and growth options to enable decisions to be made.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP86	Tyler Parkes Partnership	Object			Sustainability Appraisal		Our Client's site has not been considered as a reasonable alternative as required under the terms of the NPPF. Our Client objects to this omission from the Sustainability Appraisal Report (SAR) and requests that the report be amended and updated to include an assessment of land east of Tamworth Road.	Issue noted. Omission from SAR as site was safeguarded for future release. No change proposed.
DLP86	Tyler Parkes Partnership	Object			SHLAA and other Evidence Base documents		Wish to challenge SHLAA Scores. List of reasons provided in support. Request that land east of Tamworth Road be reassessed in the light of the submitted information and the scores attributed to the site in the SHLAA increased accordingly. Series of similar challenges and criticisms of other Evidence Base documents included such as failure to publish Green Belt Review/Study.	Disagree. SHLAA is simply part of evidence base, a technical report, not a consultation document. Objector has opportunity through Local Plan consultation process to present alternative view of this site. Local Authority do not intend to amend, review or change SHLAA simply to suit one site issue. Similar approach is given to criticism and challenge of other Evidence Base documents. Note Green Belt Study has been published contrary to objectors claims. No change proposed
DLP86	Tyler Parkes Partnership	Object			SHLAA and other Evidence Base documents		Our Client objects to: 1) The failure of the Council to publish the supporting evidence documentation until 3 months after publication of the DLP. This calls into question whether allocations and proposals within the DLP have been soundly based on proportionate up-to-date evidence as required under the terms of the NPPF; 2) The 'North Warwickshire Green Belt Study 2016', is still not in the public domain despite being referred to in the DLP; 3) The omission of an assessment of our Client's land within the Sustainability Appraisal Report. This is unsound and does not meet the NPPF requirements for reasonable alternatives to be assessed based on proportionate evidence; 4) The misleading scores attributed to our Client's site in the SHLAA. There is no justification for the lower 'suitability', 'availability' and 'achievability' scores and the SHLAA report does not therefore satisfy the requirement for 'adequate' evidence in this regard; 5) The lack of an assessment of the implications of HS2 which is a significant infrastructure development proposal which will inevitably have significant implications for North Warwickshire, particularly for those areas close to the proposed route; 6) The failure to identify our Client's site as either an allocated housing site or a 'safeguarded' site for potential future development. - given that the scale of potential development on land west of Tamworth Road will be significantly reduced by HS2, it would be logical for a reduced site west of Tamworth Road to be identified in the DLP and our Client's site east of Tamworth Road to be allocated to ensure deliverability.	See responses above. Implications of impact of HS2 yet to be determined and may change through Parliamentary process. No surely can therefore be given to any assessment of impact at this stage.
DLP86	Tyler Parkes Partnership	Object		LP2			Support the classification of Kingsbury as a Category 3 Local Service Centre only if development boundary extended. Seek an amendment to Kingsbury Policies Map to remove land east of Tamworth Rd from the Green Belt and allocate it for residential development.	Noted. Disagree. 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 limits sites to opportunities where very special circumstance apply to warrant Green Belt release. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. No change proposed.
DLP86	Tyler Parkes Partnership	Object		LP4	Safeguarded Land for Potential Future Development		Seek an amendment to Kingsbury Policies Map to remove our Client's land from the Green Belt and allocate it for development during the plan period or, if it is proven by new evidence not to be required in the short-term, 'safeguard' for potential future residential development.	Issue noted. See above
DLP86	Tyler Parkes Partnership	Object		LP6	Amount of Development		The contribution towards the HMAs needs to be a minimum rather than an aspirational figure, particularly given there is ongoing work on housing numbers currently being carried out by Coventry and Warwickshire HMA and GBHMA which will potentially increase the overall housing shortfall.	Issue noted. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. No change proposed.
DLP86	Tyler Parkes Partnership	Support		LP26	Stations		Support proposal for safeguarding land for a new rail station at Kingsbury.	Support noted.
DLP86	Tyler Parkes Partnership	Object		LP39	Housing Allocations		Challenge the suitability and deliverability of sites allocated in LP39. To help address this issue request that land east of Tamworth Road be included in the list of sites allocated for housing in Policy LP39 and on the Proposals Map.	Noted. Disagree. 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 limits sites to opportunities where very special circumstance apply to warrant Green Belt release. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. No change proposed.
DLP86	Tyler Parkes Partnership	Object			Need for early review Policy		Without introduction of a Local Plan review 'trigger' policy the plan will be found unsound and not legally compliant. It is vital that a mechanism is in place to ensure the objectively assessed housing need in the HMAs of North Warwickshire can be fully met over the plan period in accordance with national policy requirements.	Issue noted. Plan period will be extended to ensure 15 yr period from adoption. No further change proposed.
DLP87	Rentplus	Object		LP9	Affordable Housing		Policy should be widened to include a broader range of affordable housing models, including Rentplus. Details of Rentplus model submitted in support. In addition, the definition of Affordable Housing within the Appendix A Glossary needs to be updated to reflect the latest definition within the NPPF. We would like the definition to encompass a wider definition of affordable housing such as rent to buy (in line with the Government's proposals to widen the definition of affordable housing), subject to the outcome of the consultation on the Housing White Paper.	Issue Noted. Aware of White Paper recommendations but outcome not yet finalised and definition of affordable housing in NPPF still to be confirmed/expanded. Will update Glossary/definitions once situation clarified.

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REF	NAME	Support Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP88	West Midlands HARP Planning Consortium	Object		LP2	Settlement Hierarchy		Concerned that this policy fails to provide further guidance on development of rural exception schemes, cross-subsidised by some market housing, as supported by the NPPF paragraph 54 which states that: "local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs". Suggest the Council reviews Policy LP2, taking into account the need for affordable housing in rural areas as cross-subsidised by an element of market housing.	Issue noted. Reasoned justification text can be clarified to address concern. However, Policy does not need additional detail as cross subsidy is noted in NPPF and as the open market housing element is only allowed as a direct result of, and an enabling requirement for the Affordable Housing further detail in policy is unnecessary. The reference to 'Affordable Housing' in category 5 of the Policy therefore addresses and covers this issue. No further change proposed.
DLP88	West Midlands HARP Planning Consortium	Object		LP9	Affordable Housing		Policy should include reference to a wider spectrum of affordable housing models, to reflect the recent changes in the NPPF and the general direction of the Housing White Paper. Related to this the definition of Affordable Housing in Appendix A should be updated to reflect the proposed changes to the NPPF.	Issue noted. Reasoned justification text can be clarified and update Glossary/Definitions once situation clarified. No further change proposed.
DLP89	Mr L Green	Object				Dordon and Polesworth proposals	Traffic Congestion, Long street/A5, increased pollution, impact on quality of life and wildlife	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.
DLP89	Mr L Green	Object			Alternatives		With scale of development proposed has Council looked at new settlement elsewhere, away from North Warwickshire.	Concern noted. Growth options considered alternative approaches. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed.
DLP90	Fillingley Parish Council	Object		LP39			Oppose previous allocated site within Development Boundary.	Issue noted. No sites proposed in Fillingley. Development Boundary maintained as current. No change proposed.
DLP90	Fillingley Parish Council	Object			Duty to Co-operate		Parish Council strongly Object to building on green field Green Belt land, and would prefer housing to go on legitimate brown field sites.	Issue noted. No sites proposed in Fillingley
DLP90	Fillingley Parish Council	Object					Concerns regarding the Duty to Co-Operate with other Authorities with regard to housing: FPC understand that in this situation housing should be placed near the boundaries to the applicable authority. The Councillors, and Parishioners do not want the integrity of the village to be affected by housing overspill from Coventry, Solihull or Birmingham.	Issue noted. No sites proposed in Fillingley
DLP91	Janelle Griffin	Object			Infrastructure	Atherstone proposals	Character and communities in the area have already been adversely affected by the increase in housing developments and the increased industrialisation of the area. Railway bridge on Old Holly Lane is totally unsuitable for the type of traffic now using it. Object to the Local Plan as it shows even more allocation for industry and huge housing developments. Not the infrastructure in place either for all these extra people, or the extra traffic they will create. Doctors and Schools at capacity. Proposals too large on green field sites, swamping existing communities.	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. Further infrastructure will be delivered through financial contributions and work is ongoing to inform IDP and site proposal requirements. Board Report will address some of these issues. No change proposed.
DLP91	Janelle Griffin	Object				Football ground	Object to the removal of the Atherstone Football Ground to make way for even more housing as this is a very important focus of our Community and I understand that it was bequeathed by a local businessman for leisure purposes and that there is a Covenant on the land to this effect?	Concerns noted. Site currently owned by Borough Council. Use accommodated rent free, effectively subsidising private club/company. Unaware of any legal covenant. Community benefit limited. Alternative options for club site and replacement of uses are being considered and discussed. No further change proposed.
DLP91	Janelle Griffin	Object			Flooding		Increased flood risk from additional housing development off Old Holly Lane and on the Durno's site.	Concern noted. Proposals will be required to address flooding issues to ensure current runoff is not increased and flood storage and preventative measures will be an integral part of larger proposals.
DLP91	Janelle Griffin	Object			Alternatives		Seek smaller, more fitting housing developments on brownfield sites, not on greenfield sites, protection of our countryside and wildlife, more planning on infrastructure PRIOR to further developments, less co-operation with other Councils on their housing problems.	Concern noted. Infrastructure is a key issue that is being addressed through the IDP. Will endeavour to get any infrastructure at the earliest opportunity. Where available and deliverable brownfield sites will contribute but there are insufficient to address the level of housing and employment need. Duty to Cooperate requirements and pressure from both commercial and residential development needs mean pressure for development cannot be avoided.
DLP91	Janelle Griffin	Object			IDP		The infrastructure should be in place prior to any major developments going ahead. Not enough thought about the improvement to the roads that need to be put in place for all the additional traffic and industries planned. Other than the A5, most of the roads leading out of Atherstone are B roads, or country lanes and not at all suitable for heavy lorries.	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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Ongoing discussions with Highways England, County Highway Authority, A5 Partnership, DoT, LEP's and Developers to address road infrastructure needs and issues.

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REF	NAME	Support Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP92	Jodie Gosling	Object					Sheer number of houses North Warwickshire has committed to is too high and not achievable without significant damage to our localities and communities.	Concern noted. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and relationship of development with existing built areas/settlements. Board Report will address some of these issues.
DLP92	Jodie Gosling	Object					There should have been consultation with the Borough residents before the development sites were allocated.	Disagree. Plan consultation advised 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.
DLP92	Jodie Gosling	Object					The building of a new settlement should have been considered seriously as an option	Noted. 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. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed.
DLP92	Jodie Gosling	Object					Not sufficient provision with the draft local plan deliverable within the necessary 5 years to satisfy the Land Bank needs for this number of houses. North Warwickshire Council will still be vulnerable to planning appeals. We will not be able to protect residents from a "planning-by-appeal" situation where we cannot strategically control development. Will be susceptible to further increases in housing requirements with ever increasing targets and the Draft Local Plan will not be robust enough to cope with this ever increasing demand.	Disagree. This situation will surely be worsened even further by opposing the proposed new site allocations in the Plan. Sufficient sites currently allocated to deliver QAN and address additional Birmingham shortfall. No change proposed.
DLP92	Jodie Gosling	Object			Ansley Common sites		Ansley Common will lose its individual character and be absorbed into a Hatfield/ Nuneaton sprawl with no real community centre. Community will need a great deal of support to absorb this enormous impact without irreparable damage to their identity.	Issue noted. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. Current development boundary and developed area contiguous with Hatfield, in planning terms the two settlements are reflected as one area of built form.
DLP92	Jodie Gosling	Object		S106 funding			There will not be sufficient 106 money from the developers to support the local communities in terms of their access to healthcare, education, effective travel, community support and the ecology of the locality. Concerns over traffic, parking and flooding on Colestall Road have not been tackled.	Issue noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report will address some of these issues.
DLP92	Jodie Gosling	Object					Concerned the woodland, allotments, recreation ground and memorial tree will not be included in this development and are still vulnerable to loss. Loss of land and the views from the defused railway at the back of Ansley Common, looking out to Moor Wood	Concern noted. Text clarification and required Master Plan for proposal will help address concerns. Impact on ecology and natural environment will be addressed through compensatory measures such as Biodiversity offsetting contributions. Proposals will include areas of habitat retained and conserved as Local wildlife sites. Loss of views not a material consideration but may be an issue to address through the Master plan for the site.
DLP92	Jodie Gosling	Object					Preservation of the former mineral line sought, one of the few surviving pre-industrial areas of paddock and consideration to the unstable nature of old mining land, specifically in term of gas leaks have been ignored.	Concerns noted. Preservation of line encouraged but not included as integral part of site. The Warwickshire Historic Environment Record is the evidence base along with the Borough Council's own Historic Environment Assessment that informs the Plan. Council are aware of ground condition risk which need to be assessed and addressed by development proposals. Developers will need to produce Ground condition assessments. Measures can be put in place to address any issues arising.
DLP93	Bovis Homes Ltd	Object		LP6		Land to north of Gillway Road, Tamworth	There is significant concern with how the housing requirement identified at Policy LP6 has been calculated, and the allocations proposed to meet this. The consultation document is therefore not clear as to how Tamworth's needs will be met (if any at all). 10% of Birmingham's shortfall to be delivered in NWBC is well evidenced in the GL Hearn Addendum to the 2013 Employment Land Review. No such evidence has been advanced for Tamworth's shortfall. TBC have also objected to Plan, which raises concerns as to whether the draft plan would meet the Duty to Cooperate.	Disagree. The 5280 figure in Table 2 clearly indicates the Tamworth element is included (500 units) in the 540 to address Coventry and Tamworth shortfalls. No specific site set aside to address Tamworth's needs solely. The 10% GB/HMA shortfall addressed is inclusive of any additional Tamworth need noted in latest Local Plan (the 825 figure), in that Tamworth is part of the GB/HMA and as part of that HMA is covered by and addressed by the 10% NWBC are accepting. The two figures and areas are not 'mutually exclusive; they cover the same HMA area and the same need. To address both shortfalls at the same time misses this point and would result in doubly accommodating any shortfall from the GB/HMA/Tamworth area. TBC's objection to Plan relates to impact of proposals at Robey's Lane on infrastructure/road network and how the agreed shortfall will be delivered on sites, not the lack of delivery itself or the amount agreed to be accommodated between NWBC and Lichfield.No change proposed.
DLP93	Bovis Homes Ltd	Object		LP2			Bovis does not support draft Policy LP2 'Settlement Hierarchy', regarding Category 2. It is not clear how it is presumed this relates to the settlements outside of NWBC. The most recent assessment of the Council's settlement hierarchy was the 'Settlement Sustainability Appraisal' published in January 2010. This did not consider settlements outside of NWBC. The proposed settlement hierarchy is therefore not supported by any evidence.	Noted. Disagree. Growth options (June 2016) considered strategies and alternative approaches. See SA Appendix. This led to the strategy approach agreed in the Plan. Work with areas affected by shortfalls, Birmingham, Tamworth and Coventry also informed strategy.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP93	Bovis Homes Ltd	Object		LP39		Land west of Robey's Lane, adjacent Tamworth	Do not support Policy LP39 'Housing Allocations', in particular the allocation at 'Land west of Robey's Lane, adjacent Tamworth'. Concern with the approach taken to meeting TBC's unmet housing need. No evidence to demonstrate the sustainability of locating development adjacent to a settlement not within NWBC (i.e. Tamworth). Lack of evidence to support the allocation of land west of Robey's Lane and impractical to rely on an adjoining development site for safe access. Site lies within Meaningful Gap. Good quality agricultural land is also noted.	Issue noted. See response above. Board Report may address some of issues raised. Comment on Meaningful Gap wholly incorrect. Area addressed/covered by the Study/Report does include the site, but the area finally accepted as the designation for "The Meaningful Gap" excludes the site.
DLP93	Bovis Homes Ltd	Object			Alternative Sustainable Options	Gilway Lane, Tamworth	Land to the north of Gilway Lane, Tamworth (which is controlled by Bovis) provides a more sustainable option for meeting TBC's shortfall. It is located within the administrative boundaries of both LDC and TBC and has been assessed as part of the LDC SHLAA (2016) as suitable, available and developable for residential development.	Disagree. Incorrect and inappropriate. North Warwickshire have no control, responsibility or authority over sites outside our administrative boundary. Site proposed is a matter for Lichfield DC to consider in discussion with Tamworth BC. No change proposed.
DLP94	Magda Jagielska	Support					In theory the Local Plan works, I like how it underlines rural uniqueness of Borough and importance of countryside in life. However I live in area forgotten by Borough (Anasley Common) where none of the above don't really matter.	Issue noted.
DLP94	Magda Jagielska	Object		LP10	Gypsy and Travellers Site		Don't support LP10 Gypsy and Travellers Site, not fair to site potential bad neighbour uses next to your home.	Issue noted. Policy addresses location through assessment criteria. No change proposed.
DLP94	Magda Jagielska	Object				Anasley Common and Hartshill	Size and scale of development. Impact on countryside, local walks, wildlife, quality of life. Schools full, roads congested with busy traffic	Issue noted. 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 addresses some of these issues. A Concept Master Plan, required by the Proposal may address some of the issues raised.
DLP94	Magda Jagielska	Object		LP40		Birch Coppice	Allocation is really big already. Extension will ruin character of local area. A5 is already very busy at some hours	Issue noted. 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.
DLP95	Lorraine Haywood	Object				Anasley Common	I cannot agree to building so many houses spoiling a village community.	Issue noted. A Concept Master Plan, required by the Proposal may address some of the issues raised.
DLP95	Lorraine Haywood	Object					Infrastructure will not cope. We already get floods in heavy rain because the drains and sewers cannot cope. The traffic towards Gailey Common is horrendous. Avoid loss of Allotments and Memorial garden.	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. A Concept Master Plan, required by the Proposal may address some of the issues raised. Allotments to be retained or replaced if impacted by any development/access. Board Report addresses some of these issues. No change proposed.
DLP95	Lorraine Haywood	Object			IDP		Please leave well alone	Noted.
DLP96	Rebecca Hook	Object		LP39		2.8 hectares of the former Water Orton school	NW should reject all plans to build within the district. Wish Green Belt to remain unchanged. Village is not big enough to sustain more people. Traffic is too heavy. Congestion at school gates. No secondary school. No major supermarket other a quaint Tesco. Parking is a current issue. Don't agree with plans to reduce Green Belt and develop on these areas.	As a local service centre Water Orton is relatively sustainable with a range of services and facilities. Development being proposed is unique and has come about due to the construction of HS2 and the replacement school.
DLP97	Police Service	Support	page 14				Welcomes and support the reference to safe and inclusive communities in the Vision.	Noted
DLP97	Police Service	Comment	page 16				Although welcome the aim of reducing the perception of crime seeking direct references to Secured by Design. Suggest "Reducing crime, anti-social behaviour and the perception of crime through the application of Secured by Design standards."	Look to include wording. This will be under Objective 6 instead of 5.
DLP97	Police Service	Object	page 17				Object to lack of recognition of emergency services. Improving the health, education and well-being of the community cannot be achieved if that same community is not safe, secure and does not have access to the emergency services. Insert "safety and security" between "well-being" and "of all sectors". Also insert after life long learning" add "and the emergency services"	Look to include the first change. The 2nd change is not considered necessary in any of the bullets listed as the services and facilities is considered in its widest form.
DLP97	Police Service	Object	page 21	LP1			Object to LP1 for three reasons. 1. It is inconsistent with NPPF (paras 17,58,69, 70, 152, 162, 177, and 186. Request an amendment to include reference to the emergency services infrastructure between "education facilities" and "green infrastructure". 2 Will result in unsustainable development and 3 this means that LP1 is not positively prepared.	Look to make change to policy LP1 as well as the policy justification.
DLP97	Police Service	Support	page 65				Welcome and support part 17.	Noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP97	Police Service	Support	page 66	LP32			Welcome and support part H of LP32 which requires development to be in line with national Secured by Design Standards (SDS).	Noted
DLP98	Merevale & Blythe Estates	Object		LP27		Whiaacre to Hampton in Arden Rail Route (RR2)	As a landowner of a considerable section of the route strongly disagree with proposal to safeguard. Abandoned in 1980's and is a valuable wildlife corridor. Would be an act of environmental vandalism. Contrary to policies LP16 and LP17. It only exists in part and is incapable of being reinstated in full.	Objections noted
DLP99	Merevale & Blythe Estates	Support		ATH14		Land at Sheepy Road (football ground)	Allocation is supported. Two triangular pieces of land off Rowlands Way should be included. They are owned by Merevale Estate and can be made available.	Support welcomed
DLP98	Merevale & Blythe Estates	Support		BE7		Land at Church Farm, Baddesley	Allocation support. However want policy to make it clear that buildings are beyond re-use and economic restoration. Policy should make it clear need for demolition to maximise number, type and quality of housing.	Support welcomed - evidence would need to be provided to show that this is the case as the buildings form part of the character of the area.
DLP98	Merevale & Blythe Estates	Support				Land to north-west of Atherstone	Supported and confirmed that land is available	Support welcomed
DLP98	Merevale & Blythe Estates	Object		LP39		Land to north-west of Atherstone	Policy should include employment land as part of the new development to provide accessible employment thereby reduce local trip generation and reliance on car. Such an allocation would broaden the range of employment in the town	The commercial centre will allow for the provision of small scale employment provision. However the remainder of the site is required for housing.
DLP99	Tamworth BC	Object	7.36		Housing		As the commitment to deliver 500 dwellings for TBC remains as set out in the MoU it should follow that just with the employment allocation that a site is identified.	No, a site for housing will not be identified as this then becomes a stigma attached to it. Housing in North Works where the need for that housing arose becomes housing that is part of the NW community and should be seen as such. As agreed in the Core Strategy the majority of the Borough (except for Filongley) has a travel to work relationship to Tamworth as well as to the Greater Birmingham area. This is the reason why the Borough falls within two housing market areas. For these reasons no site for housing will be badged as delivering housing for a particular area as all of it is delivering for the needs in two HMAs. Completions will be monitored and this will indicate the delivery of over housing against the minimum and aspirational housing targets.
DLP99	Tamworth BC	Object	7.46		Employment		Although welcomed that the site to west of M42 junction 10 helps with a proportion of the 14 ha that TBC requires to meet its employment needs the 14 ha should be seen as a minimum figure. As H52 will impact on this site. The Draft plan suggests that additional housing and employment needs will be considered within the GB HMA which suggests that individual sites will not be identified that will directly contribute to Tamworth's needs. Would prefer to see a firm commitment once the balance has been agreed with Lichfield and how these will be met.	The main concern is to avoid double counting. TBC would not agree to an updated MoU in September 2016 to satisfy their Local Plan requirements. With the work now at LEP and HMA level overtaking their Local Plan it will be hard to distinguish and not avoid double counting. If this can be achieved then will consider.
DLP99	Tamworth BC	Object	15.43		Employment		It is confusing when a proportion of the 825 required to deal with Tamworth's needs is within the 3790 figure for GB HMA. Do not consider it a sustainable approach and does not confirm to the Duty to Co-operate. Would prefer that this figure is separated out and specific sites are identified	Issue noted but consider that if separated out it could lead to double counting. Difficult to understand why it is seen that it does not conform to DIC. Further discussions required.
DLP99	Tamworth BC	Comment	15.44		Housing		The role NW is providing to assist GB HMA is supported. As its aspiration to assist TBC in meeting its employment and housing needs. This should be captured in a MoU at the appropriate time.	Support noted. Draft MoU is awaiting agreement.
DLP99	Tamworth BC	Object	15.44		Gypsy & Travellers		TBC requests NW to provide 1 pitch as this cannot be provided within the Borough at present.	Evidence would need to be provided to show why this cannot be provided within Tamworth's area. Further discussions are required.
DLP99	Tamworth BC	Object				Land west of Robey's Lane	Strongly object to the housing allocation. Unacceptable reduction in the area within the meaningful gap which has been used to deliver a site on the boundary with Tamworth but maintain a buffer to NW. In effect facilitating development to extend Tamworth into NW where previously a clear separation exists. The scale of development will impact significantly on services and infrastructure in Tamworth. There is no mention of any corresponding contributions to Tamworth to mitigate impact on development. The lack of supporting evidence and justification for the proposed allocation should necessitate its removal from the Plan. Also TBC concerned at the increase in traffic from this and development around Polesworth particularly along B5000, Perrine Way, A5 and M42 junction.	The site allocated for housing has never been within the Meaningful Gap. Discussions are on going with TBC, SCC and WCC to discuss services and facilities. At the Core Strategy examination TBC advocated to the inspector very strongly that development should take place as close to Tamworth as possible so it is difficult to understand this change in position. Wording to be put into the Plan to reflect the ongoing discussions in relation to these allocations. The STA has considered these roads in its assessment.
DLP99	Tamworth BC	Object				Land west of Robey's Lane	Reference to primary access through the former golf course should be removed as this is outside of the scope of the Local Plan to insist a developer of a site in a neighbouring authority facilitate a large scheme outside their development site when no such requirement has been placed on them at any time. Within the development having already commenced at the former golf course concerned at the market ability to deliver this site, the site at Robey's Lane and land at Polesworth and Dordon. Should development at the former golf course slow down as a result TBC may need to find alternative sites in NW or Lichfield as a result.	Proper planning of land means that future proofing the sites for growth should be undertaken wherever possible. It is unfortunate that TBC when seeking a minimum of 500 dwellings to be delivered for their own needs, were previously looking for sites as close to the Borough boundary and in ownership of the golf course had not secured the future possibility of development of land in the adjoining site, even though it is in the adjoining local authority. NWBC did not make a request for such a connection in the first phase of the golf course development but has recently made representations on a further phase seeking this connection.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP99	Tamworth BC	Object			Infrastructure	Land east of Polesworth & Dordon	The site to east of Polesworth and Dordon will also impact on Tamworth's infrastructure and any issues identified and mitigated against.	Issue noted
DLP99	Tamworth BC	Support			Employment	Land west of M42 junction 10	Agree the site is seen to serve Tamworth.	Noted
DLP99	Tamworth BC	Comment			Employment	Land to south-east M42 Junction 10	Approach to allocate this site to serve Tamworth's needs should be extended to other employment and housing sites. This site should be seen as contributing to the needs of Tamworth and the plan should make a proportion available to meet Tamworth's needs clear and incorporated into the Plan. These sites should be reflected in a new Memorandum of Understanding.	See response to TBC in relation to para 7.36
DLP99	Tamworth BC	Comment			Infrastructure / Sustainability Appraisal		Infrastructure requirements at Robey's Lane will have greatest impact on Tamworth. Highways is a glaring omission from the IDP. Cumulative impacts of development are unknown so the Sustainability Appraisal cannot be seen to be complete.	Discussions have been taking place with Staffordshire County Council, Tamworth BC and this Council in relation to education, highways and health. Staffordshire County Council (SCC), as highway authority, were approached to be part of the NW Strategic Transport Assessment. Although SCC did not take part in the study the STA has incorporated information on sites in Tamworth. The final STA will inform the final Sustainability Appraisal
DLP100	John Moore	Object			Housing		Cannot accept the increase in housing numbers from those provided in the Core Strategy. Birmingham and Coventry using NW to meet their requirements. If the rural area is developed at the rate that is being considered there will be no more rural area left. Won't be long before NW becomes a dormitory suburb. Swathes of land will shortly disappear with HS2.	Objections noted
DLP100	John Moore	Object				Polesworth & Dordon	Not sufficient thought has gone into other options to build 2000. A5 will not cope. A workable infrastructure plan needs to be drawn up. Surely the first consideration should be a new village where all the necessary infrastructure of doctors, roads and schools can be properly included. Doctors are already at bursting point. Object to change in life that I have enjoyed. I enjoy the countryside and don't want to see it disappear under 9000 new homes.	Objections noted
DLP101	Clis Ann Lewis & Hayden Phillips	Object					We note and support the response by the NW Labour Group.	Objections noted
DLP101	Clis Ann Lewis & Hayden Phillips	Object			Highways		Due to increase in traffic there has been a marked increase in rat running through our wards. The Plan will add further traffic without any proposals to address the issue.	Objections noted
DLP102	Nicola Salathiel	Object				Anley Common and Hartshill	Amount of new development what about new services - doctors, school, road maintenance. Too many houses in an area needs more provision. Spoiling the countryside. More cycle paths and road investment.	Objections noted
DLP103	Clir Brian Henney	Object					Object because it is unclear how the evidenced need in NW increases in the 2015 SHLAA. Unacceptable for the Council to simply say "it has not increased". Number of new homes from Birmingham adds another third to number of homes and it is not reasonable to take this volume. Settlement hierarchy is the wrong allocation method for the number of properties. Not suitable to deal with new figure of 9070. Failed to effectively evaluate other options. No evidence that this number of homes is deliverable. Failed to show a plan for creating communities and simply focusses on the basics. Object to allocating majority of new homes to existing towns and villages. If Plan is not deliverable then cannot have a 5 year housing supply to detriment of Borough as it raises the figure needed and means we will always be further away from achieving it. Made the decisions before the results of the Sustainability Appraisal were known. Failed to show betterment from the developments. Other strategy for delivery should be used - new town or village.	Objections noted
DLP104	Margaret Henley	Object				Polesworth and Dordon proposals	Piecemeal development of the area will bring traffic problems to both villages and increase the pollution to the detriment of the health of residents. Loss of ancient vistas and detrimental affect on the Alvecole woodland and the Priory site.	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.
DLP104	Margaret Henley	Object					Development on such a large scale requires infrastructures to be put in place. Will need to be better road/transport links, additional education provision at all levels up to sixth form, health and dental facilities, open spaces and playing fields, shops, car parks and community facilities. Need to be put in place before development is allowed to avoid massive pressure on already overstretched services.	Issue noted. Infrastructure is a key issue that is being addressed through the IDP. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP104	Margaret Henley	Object					Concerned about impact on woodland between the two villages, the monument to the Chapel at Hoo. Vial that these are protected and conserved as part of rich heritage. The rising lands going out of the village of Polesworth is an ancient landscape and thought must be given to preserving this. Parts of this land gives people living in the area access to green spaces without trespass, any large scale development would remove this ability.	Concern noted. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. No current public right exists to use all this area.
DLP104	Margaret Henley	Object			Alternative options		More consideration must be given to the building of a garden villagetown in the area with the accompanying infrastructure in place including roads, access, medical facilities, shops, car parks, schools, public toilets and possibly rail links. Some areas of the green belt should be reconsidered for housing development.	Noted. 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. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed.
DLP104	Margaret Henley	Object					Polesworth and Dordon are completely separate villages and have never been linked in this way before. Any amalgamation of two distinct villages and environments in the proposed plan will have a negative impact on both of them. The scale of development is out of proportion to the size of either of these villages. They have limited stopping, leisure and community facilities which do not compare with the two towns in North Warwickshire	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. Prior to the Structure Plan the close relationship between the two settlements in Planning terms was recognised by the Polesworth and Dordon Local Plan Brief in 1984 and Local Plan in 1989. The Plan links the two settlements with a continuous development boundary and notes in para 4.19 that "the built up area of Dordon is an indistinguishable continuation of Polesworth southwards".
DLP104	Margaret Henley	Object					Concerned that the Borough has agreed to take in so many housing allocations from other areas including 4000 from Birmingham. Will be to the detriment of the Borough. No request has been made to Leicestershire. Need for independent scrutiny of both Coventry and Birmingham shortfall.	Noted. 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. Duty to Cooperate requirements and pressure from both commercial and residential development needs mean pressure for development cannot be avoided. Leicestershire has not indicated any shortfall and there is site capacity within North Warwickshire. Matter of request to help through DIC did not therefore arise.
DLP104	Margaret Henley	Object				Dordon and Polesworth proposals	Proposed development would increase the commuters on the roads and not encourage any integration with the current residents of either village.	Local Plan Strategic Transport assessment aims to address the transport infrastructure issues and impact of development in the Borough. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and relationship of development with existing built areas/settlements. Board Report will address some of these issues.
DLP104	Margaret Henley	Object					Flooding and flood storage is a problem. Present sewerage system cannot cope with the number of houses already in Polesworth and a large development will only exacerbate the situation. Any additions of hard surface which comes from buildings will decrease the lands ability to absorb water.	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.
DLP104	Margaret Henley	Object			Elderly housing		Borough needs to assess the needs of their older populations when making housing plans and ensure these needs are met before plans are put into place.	Issue noted. Plan addresses and encourages needs or elderly to be addressed. SHMA noted issue of elderly housing and aging population.
DLP104	Margaret Henley	Object					Lack of protection which seems to be given to the historic environment in North Warwickshire. Area is rich in medieval landscapes, ancient views and vistas, roman sites, Anglo-Saxon sites, ancient bams, hollow ways, sunken roadways and ridge and furrow field patterns to name but a few. All of these need protecting. A proper survey of all the older buildings (non-listed) needs to be undertaken as a matter of urgency and plans put in place to secure their future. All developments must be subject to detailed assessments of the possible heritage features that are present in the area concerned to ensure that if hitherto unidentified assets exist and there is a need to conserve those assets then planning should be refused.	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 and will help inform Plan. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. No change proposed. Local plan not appropriate document to address non-listed building surveys or management.
DLP104	Margaret Henley	Object		LP15			Concerned about LP15 where it states that, where a proposal would result in the partial or total loss of a heritage asset or its setting, the applicant will be required to secure a programme of recording and analysis of that asset and archaeological excavation where relevant and ensure the publication of that record to an appropriate standard. This is tantamount to giving developers carte blanche to destroy our rich heritage in the Borough. Any proposed development that destroys an asset or its environment should be refused. North Warwickshire is part of the Arden landscape, it is vital we protect the uniqueness of the historical landscape.	Concern noted. Reasoned justification may be able to clarify, but this part of policy only applies where no alternative possible and loss of asset outweighed by benefit of proposed development, which must be evidenced and justified. This may need to be clarified. Further discussions underway with Historic England on details.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP105	Cllr Adam Farrell / North Warwickshire Labour Group	Object					1. It is unclear how the evidenced need in North Warwickshire increased in the 2015 SHLAA. It is not acceptable for the Council to simply say 'it has not increased'. 2. The number of new homes being taken from Birmingham's projected shortfall is significant. It adds another third to the number of homes to be built and it can therefore not be reasonable to accept this volume. 3. Notwithstanding our concern about numbers, we also object to the 'Draft Site Allocations Plan' on the grounds that a settlement hierarchy is the wrong allocation method for this number of properties. 4. The Council has provided no evidence that this number of new homes is deliverable in terms of infrastructure and planning process. 5. If this new plan is not deliverable, it will never achieve a 5-year land supply and therefore only serves to the detriment of our Borough as it pushes up the figure we need to achieve and means we will always be further away from achieving it.	Noted. Disagree. OAHN based on evidence including 2015 SHMA that Warwick DC Inspector recently accepts and considers to be based on reasonable and soundly based assumptions. Further clarity on housing figure breakdown may be provided. No further changes proposed. Noted. OAHN. Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. 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). Issue noted. Growth options considered alternative approaches. No change proposed.
DLP105	Cllr Adam Farrell / North Warwickshire Labour Group	Object						Concerns Noted. Infrastructure is a key issue that is being addressed through the DP. 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.
DLP105	Cllr Adam Farrell / North Warwickshire Labour Group	Object						Issue noted. Duty to Cooperate requirements and pressure from both commercial and residential development needs mean pressure for development cannot be avoided. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. Coventry shortfall evidenced through Coventry and Warwickshire Strategic Housing Market Assessment and 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. Cannot ignore DTC and if try and refuse to accommodate some shortfall where land is available will result in Local plan process being considered unsound and Planning Appeals difficult to resist.
DLP105	Cllr Adam Farrell / North Warwickshire Labour Group	Object						Issue noted, see response above. Disagree. 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. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall. No change proposed.
DLP105	Cllr Adam Farrell / North Warwickshire Labour Group	Object						Concerns Noted. Infrastructure is a key issue that is being addressed through the DP. 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 addresses some of these issues. No change proposed.
DLP105	Cllr Adam Farrell / North Warwickshire Labour Group	Object						Concerns noted. See response above. 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. 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.
DLP106	Lichfield DC	Support						Support noted. Provision of the additional 6.5 ha in Lichfield is welcomed.
DLP106	Lichfield DC	Comment			Infrastructure			Issue noted. Planning applications are being submitted now and so may pre-empt this joint work. However further discussions are to take place to take this forward.

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DLP106	Lichfield DC	Comment			Environment		Number of the allocations border the River Mease catchment area, which is a designated SAC. It will be important to consider the impact of the River Mease in any proposed allocations.	Issue noted and will be considered.
DLP107	Neil Ridding	Object			Housing	Land off Packington Lane	I live in Coleshill. I am very much against any building whatsoever on Green Belt. The plot of land between Packington Lane and Coventry Road is Green Belt. A lot of wildlife. Major problems of traffic in area. 3 schools bring a lot of traffic. Not enough staff parking. Cars park down the Lane and on grass verge due to leisure centre as well. Coleshill is a busy town and cannot see how it can sustain more housing. Allotments site would make a much better option. Building on Packington Lane will extend the boundary of the market town and close the meaningful gap between Coleshill and Solihull.	Land at Packington Lane not being proposed within the Local Plan although being promoted as a housing site by agent / developer.
DLP108	Graham Hargreaves	Object			Housing		More local independent living for the elderly. There is a gap in provision. Many in Fillongley want to down size when they retire but move away from because there is no provision. We were refused planning permission for a property in our grounds to downsize to and now face moving away.	No change to Green Belt boundary around Fillongley. Very special circumstances would need to be proven when site is in the Green Belt. Issue of accommodation for older people noted.
DLP109	Ansley Parish Council	Support			Infrastructure		Broadly supportive of Plan as long as infrastructure is provided and protection given to open spaces that already exist e.g. play area and woodlands.	Support welcomed noting the issue of infrastructure provision.
DLP109	Ansley Parish Council	Object					Do feel that Ansley Common being asked to take an unfair proportion of development. Some places like Coleshill already have infrastructure in place. Understand in this position because landowners have put sites forward but this doesn't mean we should have to take on the responsibilities of other areas. We all need to cooperate and take a fair share but have to make life bearable for existing residents.	Objection noted.
DLP109	Ansley Parish Council	Object			Infrastructure		Biggest problem in area is the road network which will not cope with numbers. Ideally in longer term this would be a new direct access to A5. In the short term at the very least need traffic lights at Coleshill Road and Plough Hill Road.	Objections noted and direct access over to A5 noted.
DLP109	Ansley Parish Council	Comment			Infrastructure		Obvious concern is the strain on both education and healthcare. Extra spaces should not be on the playing fields of Nursery Hill School as this would then be against Sport England's Guidelines on open space.	Objections noted.
DLP109	Ansley Parish Council	Comment			Infrastructure		Current doctors are under strain. Although this is trying to be addressed need an assurance that extra healthcare facilities will be provided otherwise we cannot support significant increase in population.	Objections noted.
DLP109	Ansley Parish Council	Comment					Very poor social facilities in Ansley Common. No pub. Play area is poor although trying to tackle this. S106 monies may be necessary. Strongly opposed to losing allotments and play area. Want an assurance that they will remain.	Noted and will amend wording to make the provision of allotments and open space clear.
DLP109	Ansley Parish Council	Comment	7.8 and 7.10				As a category 4 settlement should only have developments of no greater than 10 units. Had well over this. Current numbers will extend the village by about one third with no added facilities.	Concerns noted. This is a recognised issue and one of the reasons for allocating larger sites. Sites can come forward as a multiple of 10 units in separate applications but as figures are minimums and pressure is significant difficult to oppose larger applications unless 5yr supply is healthy.
DLP109	Ansley Parish Council	Comment		LP6			We have taken more than our fair share of Gypsy and Traveller provision with the provision of the transit site at Oldbury Road and in nearby Mancetter. Would be against more. Little notice is taken of LP10 as sites chosen are completely unsuitable. Little point in having policy it only serves to aggravate residents.	No change as planning always has an element of flexibility to consider the issues presented at the time of a planning application but can understand the concerns raised.
DLP109	Ansley Parish Council	Comment	Table 4 - 8.2				Table shows that by 2031 there will be a 88% increase in parish over 75. If have to have houses then we should have what we need. More bungalows protected for older age group to allow people to downsize and stay in the area. Also should provide affordable homes on site rather than a S106 contribution. LP7 gives a get out clause - should be stricter rules.	Comments welcomed. NPPF requires an element of flexibility when evidence exists but agree actual provision on site is much better.
DLP109	Ansley Parish Council	Comment	12.1		Public Transport		Would be helpful to have something a little more positive in the Strategy about public transport as it sounds more like a wish list.	Look to amend wording to strengthen where possible public transport.
DLP109	Ansley Parish Council	Comment		LP31	Open space and recreation		LP31 reinforces that Brett's Hall Park, Moonwood and allotments must be protected.	Look to amend wording to make this clear.
DLP109	Ansley Parish Council	Comment	15.8		Housing	Ansley Common	Want an assurance that a further 15.6 ha land being reserved would fulfil the areas obligation of land bank for the parish so that can all move on without having the constant worry of further development hanging over us.	Concern noted. However, housing figures are minimums and circumstances can change. Nevertheless, current intentions are not to identify/allocate further land for development. Safeguarded area will only come forward if necessary as a result of other sites not coming forward. Further text clarification will be considered.
DLP109	Ansley Parish Council	Comment	15.68		Services and Facilities		This is out of date. The Social Club and one pub have now closed. State that level of facilities and services in the village are considered insufficient and more facilities have closed and still the village has grown by a third.	Noted - wording needed to be updated.

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DLP109	Anasley Parish Council	Comment	15.69		Update		Development has already started at Village Farm and the land to the rear of the village hall. Would like assurances over the protection of Brett's Hall, allotments in Anasley Common and Moorwood. Also that infrastructure improvements will take place.	This will be updated in the Local Plan
DLP109	Anasley Parish Council	Comment						Changes to policy wording to be considered.
DLP110	Owners and Trustees of Packington Estate	Object		LP1	Quality of development / Place		Stipulation that all development must comply with six bullet points may be applicable to major developments but not small, rural ones. Policy should be put into better context covering major and minor developments. Also paragraph on securing infrastructure to ensure all developments are sustainable - again this is not applicable in rural areas for some barn conversions, some farm diversification and possibly some leisure. Again should be put in context.	LP1 sets the main priorities for development. No change.
DLP110	Owners and Trustees of Packington Estate	Object		LP2	Settlement Hierarchy		Category 2 does not allow development around the southern periphery around for example Meriden. Parts of Meriden are set against defensible boundaries such as the A45 and might help to re-centre Meriden. History of development in Meriden means that development is off-set. Some development on periphery, as supported by Solihull Local Plan Inquiries would be helpful.	Land within the Green Belt. Current National Green Belt constraints limit options for development across Borough. Sufficient sites currently allocated outside Green Belt to deliver OAN and address additional Birmingham shortfall. No change proposed
DLP110	Owners and Trustees of Packington Estate	Object		LP3	Green Belt		Policy does make allowance for the increased pressure for all forms of development around Solihull MBC and HS2 station. Under 5 (a) some existing leisure facilities should be allowed the 30% expansion referred to in 5 (b) in order for example golf courses can adapt to changing circumstances of outdoor leisure with bedrooms etc.	No change. Current National Green Belt constraints limit options for development across Borough. Where buildings already exist would consider conversions/redevelopment depending on the impact on the Green Belt. NPPF exceptions would also apply as appropriate.
DLP110	Owners and Trustees of Packington Estate	Object		LP13	Rural employment		Sadly like other policies this is unduly restrictive. Farming under pressure and more so with Brexit and reduction in farm subsidies. Diversification will increasingly become important. Would like the following changes be made: in (b) change "additional" to "major". In (e) change "adverse" to "material". Under sub-section "Re-use" requirement that buildings must have direct access to trunk and rural district road network is unduly restrictive. Section C needs to be reconsidered as if the buildings location is suitable and could support a change of use, the building should be able to be developed / reconfigured to suit the use. Fettering the ability to prevent major alteration could impinge the use and viability of the change. Rest of policy is agreeable.	No change. Policy sits with the overall strategy of the Plan.
DLP110	Owners and Trustees of Packington Estate	Comment		LP15	Historic Environment		Although estate welcomes this policy it raises its concerns regarding Birmingham Airport's aspirations to locate a second runway on a listed parkland, Grade II* listed house and crossing / culverting of the River Blythe SSSI. The proposed location of runway would destroy the important historic asset and wildlife corridors along with dismantling one of the few remaining remnants of Forest of Arden.	Issues noted. The proposals from the Airport currently have no standing and so cannot be taken into account in this Local Plan in policy terms. Reference will be made in the transport section of the possible expansion and impacts.
DLP110	Owners and Trustees of Packington Estate	Object		LP17	Green Infrastructure		Pre-empt to policy places great emphasis on woodland. But this is not the only asset and areas of rough grassland with occasional scrub can equally be important.	Concerns noted
DLP110	Owners and Trustees of Packington Estate	Object		LP24	Recreational provision		Policy seems more for major development rather than minor developments and should be caveated.	Concerns noted
DLP110	Owners and Trustees of Packington Estate	Object	Page 60 para 12.16				Development forecast to take place around the NEC, Airport and HS2 station are such that NWBC cannot isolate themselves from them. Therefore unduly restrictive to say that pressure for development will be resisted. Needs to be considered in a wider context of helping defuse pressure and aiding the Borough through supportive development. The development being proposed is supported by Government, combined Authority and Local planning authority and will help deliver growth.	At the present time development is taking place around the Borough. The impact on the
DLP110	Owners and Trustees of Packington Estate	Object		LP27	Railway lines		No evidence that route will be brought back into use. Nor is there support from landowners for a recreational cycle route. Should be deleted as defunct and unobtainable. No evidence within Plan for re-opening the link. Any rail connection to the WCML at Birmingham International requires four trackings of the WCML between Birmingham International and Birmingham New Street. This was discounted when New Street was upgraded due to costs. Also M6 and M6 toll block the line near Maxstoke. Track at A45 has been used for a road underpass. Would need to cross under or over M42. The gas generation plan on landfill at Little Packington would be expensive to move. Along with increased journey times means economic case evaporates. No similar policies on Solihull's Local Plan. No support from key parties i.e. Network Rail. HS2 now provides link to Derby and Noidingham. Possible Chinese investment has not materialised. West Midlands Rail Forum remains silent in their rail vision autumn 2014. Sustans or others not supporting as a cycle route. Environmental damage would be enormous.	Further discussions required with WCC.

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DLP110	Owners and Trustees of Packington Estate	Object		LP32	Built Form		Paragraph beneath e is potentially relevant to historic buildings such as those of brick and tile nature but may not be relevant to steel portal frame buildings of a modern nature. If these were to be replaced it could improve the environment. Policy needs flexibility and understanding of development.	No change. Buildings in isolated position will need to be considered on a case by case basis.
DLP110	Owners and Trustees of Packington Estate	Object		LP34	New Agricultural, Forestry and Equestrian Buildings		Whilst it is generally preferable to try and group buildings this may not always be possible and is certainly unlikely in forestry and equestrian circumstances.	No change. Buildings in isolated position will need to be considered on a case by case basis. This policy follows the overall strategy of the Plan.
DLP110	Owners and Trustees of Packington Estate	Object		LP36	Airport Parking		Policy seems somewhat "nimbyish". Some parking within a deemed proximity to airport might alleviate some issues which are otherwise concentrated elsewhere.	Concerns noted
DLP110	Owners and Trustees of Packington Estate	Support					Support all of the other policies of the Plan	Support welcomed.
DLP111	Mrs Cooper	Object				Ansley Common	Strong objection. Why Government getting away with murder of wonderful countryside? Land being raped. Flooding caused by trees being taken out. Drainage inadequate to cope. Too many people being allowed into country. Gas and water supply is often too low. Electricity suffers interruption. People stabling over front for parking. My garden has a range of wildlife. Other comments aimed at EU, MP's and plastic mountain.	Noted
DLP112	Mr & Mrs C Hams	Object				Packington Lane, Coleshill	Strongly object to possible reinstatement of land at Packington Lane for development. Coleshill is a small market town unable to cope at present with any further extension to housing development and object for future development for the following reasons: Major loss and ever decreasing Green Belt. Major parking problems. Access to local services - doctors and schools. GP's cannot cope with demand now. If Packington Lane built on then issues with surrounding roads. Junction of Packington Lane and Coventry Road is gridlocked morning and afternoon. School and leisure centre has insufficient parking. Further housing would increase traffic congestion causing longer delays. Also not safe for school children.	Issues noted - site not being proposed as an allocation.
DLP113	J A Downing	Object				Hartshill	Object to some places without any housing e.g. Mancetter. Number of houses proposed in NW and those given permission in NBBC will have huge impact on schools, roads, GP's within the area. No evidence of dialogue with neighbours. School Hill, Church Road and Castle Road now used as through road. Narrow and on-street parking. Difficult to cross the road between 5pm and 6pm. Narrow pavements - have to step into road to pass anyone. Putting houses at one end of Borough and employment of MIRA at the other. Development will make the place worse rather than better. Air quality will not be improved. IDP and SA appear to be full of wordy theoretical principles not applied to Local Plan. Very repetitive.	Concerns noted
DLP114	Peter Wheeler	Object					Object to infilling is not allowed in Furnace End. Furnace End has no development boundary which is against Government policy. Meeting housing requirement for Furnace End is essential as many not able to downsize through lack of suitable smaller properties. Houses out of range of young people to remain in village. Plan should show development boundary for Furnace End. Infill should be permitted. Land made available to meet local community needs. Small scale development would more fully utilise local water and sewage which I have been informed will more than meet any unforeseen housing development.	Concerns noted
DLP115	Dilwyn Rosser /Qualify Me Ltd	Object				Ansley Common	Any housing will damage beautiful views. Put housing elsewhere.	Concerns noted
DLP115	Dilwyn Rosser /Qualify Me Ltd	Comment			Employment		Construction companies are being allowed to bring number of workers into area and this is unfair to local people. All contractors and developers should be given robust employment and training obligation for each site. Should include: apprenticeships, pre-apprenticeships, mainstream employment for resident and community engagement.	Will look to amend wording to make this a key requirement particularly in the larger developments.
DLP116	Hazel Green Sites	Support					Support for policies LP1, LP8, LP11, LP12, LP14, LP15, LP18-24, LP26, LP29, LP31, LP33, LP34, LP35, LP37, LP38 and LP40	Support welcomed.
DLP116	Hazel Green Sites	Object		LP2			Don't agree with hierarchy. Hurley and Curdworth have no allocations. Atherton has too much. No green belt building. Loads of empty properties need doing up. Flats over shops, not everyone wants a garden.	Noted
DLP116	Hazel Green Sites	Object		LP3			No green belt building.	Noted
DLP116	Hazel Green Sites	Object		LP4			Too much allocated	Noted
DLP116	Hazel Green Sites	Object		LP5			Should not have been agreement in 2015 to take overspill.	Duly to Co-optetae does not allow us to ignore the issue.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP116	Hazel Green Sillies	Object		LP6			Why should travellers be able to park vans in countryside - I can't.	Noted - no change
DLP116	Hazel Green Sillies	Object		LP9			Should be 50% - will will be able to buy?	Noted
DLP116	Hazel Green Sillies	Object		LP10			No traveller sites	Noted - no change
DLP116	Hazel Green Sillies	Object		LP13			No sheds turned into houses for dubious rural business.	Noted
DLP116	Hazel Green Sillies	Object		LP16			No excuses - no destruction of trees and habitats for any reason.	Unfortunately this is not feasible but commitment to ensuring as much as possible will be protected or replaced.
DLP116	Hazel Green Sillies	Object		LP17			Not enough green spaces.	Noted
DLP116	Hazel Green Sillies	Comment		LP25			Need lots more buses.	Noted
DLP116	Hazel Green Sillies	Object		LP27			Do not want this at all.	Noted
DLP116	Hazel Green Sillies	Object		LP28			No sheds converted to houses for spurious businesses.	Noted
DLP116	Hazel Green Sillies	Object		LP36			Houses need 2 spaces - how can anyone park 1/2 a car?	Noted
DLP116	Hazel Green Sillies	Object		LP39			Too many houses and developments too large - Whittington Lane, east of Polesworth and Dordon, Hartshill and Anslay Common has ridiculous numbers.	Noted
DLP116	Hazel Green Sillies	Object				Atherstone	Developments are too big particularly in Atherstone. Numbers will detract from ambience of country market town. Impact of traffic. Where will they park? Then there is air quality. Extra cars means pollution. Lichens only grow in clean air for example. Destruction of green spaces will be a travesty.	By allocating larger sites more infrastructure should be delivered.
DLP116	Hazel Green Sillies	Object			Services		Services will be another consideration. Have not seen anyone from government bothered to see whether people have the services. NHS is a case in point.	Noted
DLP117	Catherine Lee	Object			Infrastructure	Anslay Common west of Atherstone	Anslay Common rich in community spirit but poor infrastructure especially our roads. The gap in services we have and what would be required would be massive. Fear it will not happen.	Noted
DLP118	Merevale & Blythe Estates	Support	Para 7.41, 15.18 - 15.20	LP39			Supporting information submitted including illustrative masterplan, Growth Strategy and Site Infrastructure Appraisal. Supports approach to delivery of housing dependent on provision of infrastructure, para 7.41, and the proposed allocation.	Noted.
DLP118	Merevale & Blythe Estates	Support		LP1 - 40			See response to LP39 above.	Noted.
DLP118	Merevale & Blythe Estates	Object				Land west of Baddesley Wharf, Atherstone.	Policy LP39 should include employment provision. Opportunity to enable mixed use proposals. Land west of Baddesley Wharf should be included or allocated as a potential employment site.	Noted. No change proposed. Separation of Policy Proposals for housing and employment sites does not prevent mixed use proposals coming forwards, but helps clarify/identify that the housing and employment requirements are being met and addressed by the Plan.
DLP119	Karen Eastern	Object				Packington Lane, Coleshill	Object to proposed plans now or in the future to build any homes on Wingfield Digby Estate. Constantly blocked in by cars parked across drive. Could have been avoided if adequate parking provided at schools and leisure centre. Have had accidents due to congestion in area.	Issues noted - site not being proposed as an allocation.
DLP120	Highways England	Comment			Highways		HE welcomes the engagement it has had with NWBC and WCC on the highways implications of Local Plan. Have identified some concerns with STA (as of March 2017) this work is ongoing. Committed to working with WCC, Vectris Microsim and NWBC in order to ensure that the Strategic Road Network (SRN) mitigation required to facilitate growth is effectively assessed and taken into account in the Local Plan.	Continued engagement welcomed.
DLP120	Highways England	Comment			IDP		In IDP HE listed as a provider of traffic modelled to assess all sites. This should refer to the "SRN only".	IDP to be amended
DLP121	Mrs Holloway	Object			Sewerage	Polesworth and Dordon	System couldn't cope with population increase proposed. Surface water that cannot soak into the ground will always find its own level - Polesworth is at the bottom of the hill. If there is a downpour the drains cannot cope now and the sewer comes to the top and spills into the gardens as they are on a lower level. This problem will only be exacerbated by an increase in houses	Issues noted
DLP121	Mrs Holloway	Object			Health	Polesworth and Dordon	Polesworth/Dordon practise is already overworked and it is extremely difficult to get an appointment, with an influx of so many people the situation will get worse - there must be further medical facilities provided before further building is contemplated.	Issue noted

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DLP121	Mrs Holloway	Object			Roads	Polesworth and Dordon	The proposed houses could mean an increase of at least 2500 extra vehicles. If only a percentage of these feed into Polesworth an already chaotic situation at peak times would be made worse. Kitchener's Bridge on the B5000 could be a problem with the weight and width. To say nothing about the Z bend as you go over it. Potential bottle neck if they head towards Tamworth - canal bridge by the Oak (PH) is very narrow and not suitable for heavy vehicles and you cannot see what is coming the other side. The Square in Polesworth regularly has traffic backed up over the river. Even a few more cars would bring the village to a complete stop. When the river floods the Square is impassable. Another Bridge heading towards Tamworth at the Bull (PH) could cause a bottle neck	Issues noted
DLP121	Mrs Holloway	Object			Schools	Polesworth and Dordon	With the new housing the potential increase in children could be considerable and they will all need educating and the schools are full now. There would need to be a new school built at the same time as the housing and where would you suggest this is sited?	Issue noted
DLP121	Mrs Holloway	Object			Environment	Polesworth and Dordon	Development will damage the natural environment and will result in significant loss of trees and open space. There is protected wildlife on the site (barn owls, tree sparrows, cuckoo and other rare birds, bats and great crested newts).	Issue noted
DLP121	Mrs Holloway	Object			General	Polesworth and Dordon	Proposed development is not in keeping with the scale of the local area. Polesworth is a village and its population in 2011 was 8423, the proposed housing could mean an increase of 6270 people by 2031 and the infrastructure cannot cope.	Issue noted
DLP122	P & G McParland	Object			General	Polesworth and Dordon	Shops in Polesworth seem to do OK and we have most of the essential ones we need without it being gridlocked with cars. We have a lovely park and nature reserve, a beautiful church and historical grounds which wouldn't be the same if it was a town. We don't need thousands more cars and people in the area as it wouldn't cope with that amount as it struggles now at certain times of the day, small bridge roads over the river and canal to consider that have to be negotiated with care. Schools to consider as children are transported from other areas of Polesworth and only one doctors surgery. Another point is the drainage and flooding around this area which has been a problem for years and the threat of opencast mining again. The houses would rip up all of the lovely countryside which we are supposed to be preserving. Not opposed to building more houses but not on the scale that's proposed. People that have struggled to buy houses will not be considered and are likely to move out. Its not fair and we feel very strong about this and so do a lot of other people	Issues noted
DLP123	A J Hall	Object			General	Polesworth and Dordon	Worried about extra traffic on the roads across the village. My road is a main route from the A5 through Dordon to Polesworth and there are enough problems now with normal traffic and I dread to think what it will be like with all the extra traffic these houses will generate. It could be good for local shops but that's all. Not enough public transport. Schools will not be able to cope, problems with siblings getting into the same schools now so they wont cope with all the new children. Biggest worry is the Doctors as they will not be able to cope - its hard to get an appointment now - I've waited 3.5 weeks	Issues noted
DLP124	Mrs J King	Object			General	Polesworth and Dordon	Appalled at the proposals for Dordon. I know we need houses but the planners seem to have gone mad and not thought of the consequences. Industrial estate in waste Lane, Birch Coppice and Core 42 has trebled the traffic on the A5 - can be 25 minutes to get on to the A5, as traffic is blocked on Long Street. Live in Church Road with the wood behind us and we rent some land from the church - there are foxes, deer and many types of birds which will all disappear if they destroy this ancient woodland. Leaves on the trees reduce the noise from the A5 at the moment. No need for this woodland to be destroyed. Church Road has become a rat race for people frustrated to get home because they want to miss the A5. When these houses are built we are going to be gridlocked in our own street with no way to get out without a long wait. Its frightening to think of an ambulance needing to get to hospital urgently. I have no objections to houses being built, but please stop an think of the extra traffic and pollution and scale it down and be sensible about it	Issues notes
DLP125	Miss Horton	Object				Polesworth and Dordon	Concerned about the proposals for Dordon/Polesworth. Will change the ethos of the villages out of all recognition and there is a worry about the infrastructure. The roads have got busier over the past few years and the Square in Polesworth is an accident waiting to happen. Doctors surgery is constantly stretched and what about the schools - will they cope. Is there no land in North Warwickshire that could be used to build a large village where the infrastructure can be dealt with during the building of it, rather than bring the area around Polesworth/Dordon to breaking point.	Issues notes

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REF	NAME	Support Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP126	William Whitmore	Object				Polesworth and Dordon	Support the "Ban the Build" in Dordon/Polesworth. Appalled at the vast amount of houses proposed. Dordon has had its fair share of development with Birch Coppice, which has caused noise traffic congestion (and it is still being developed). Birch Coppice has completely ravaged and spoilt the village and causes flooding and more housing would also add to this. As far as traffic is concerned, the result after the proposed development will leave us with a mind blowing transformation that I hope you are all proud of. The proposed housing to the East of Dordon is not the best location and it would be the furthest point to travel to the chemist, doctors, shops and schools. If it were to be built on the western side adjacent the A5 and opposite Birch Coppice it would be by the already made infrastructure and would only cover part of the meaningful gap. This would relieve a lot of the traffic that congests in Long Street which at the moment is a complete bottle neck. Cannot be more employment to be developed unless it is for small businesses. Another problem is the services - sewage, water, electricity, gas and flooding together with schools, shops and health amenities - a massive housing development will automatically overload these facilities. A better area to develop would be Daw Mill which could be made into another village where people could travel to neighbouring towns and cities for work on already made roads to Coventry, Birmingham, Colehill, Nuneaton, Altherstone and Dordon - It could be developed without causing major upheaval as would the Polesworth/Dordon development.	Issues notes
DLP127	Shannon White (age 13)	Object			Wildlife	Polesworth and Dordon	Upset by the plans to build houses in Dordon and Polesworth. There are many innocent animals that are now in danger from the effects of the build. How would you feel if your house and home was destroyed and you had to run. The effect of this would kill the animals as they are not aware of the dangers outside the woods and fields. There is already a build taking place by me and my family and we saw a fox wandering around the road and it was young and frightened. Please take into consideration the catastrophic effect this will have on the environment.	Issues notes
DLP128	Terence Power	Object				Polesworth and Dordon	Think again about building this large amount of housing on the Hollies site. Much wildlife. Access to public footpaths and countryside. Makes more sense to build on Daw Mill. Schools already oversubscribed. Traffic an issue. Better to use Meaningful Gap.	Concerns Noted. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walks/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. No current public right exists to use all this area. Alternative site referred to lies within the Green Belt in an unsustainable location with limited or no infrastructure and services. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough. No change proposed. Board report will cover Meaningful Gap and refer to this issue in more detail.
DLP128	Terence Power	Object				Polesworth and Dordon	Taking away last public footpaths and green fields in Dordon where people walk their dogs and a lot of us elders keep fit. Make more sense to build on western side of Polesworth and Dordon and provide a link road here. Would allow for a school drop off area. Already building in Meaningful Gap at Robeys Lane so will make not difference.	Building on western side of Polesworth and Dordon will still bring additional people to the services and facilities in the area. Proposed allocations at Robeys Lane are not in the Meaningful Gap.
DLP128	Terence Power	Object				Polesworth and Dordon	Profoma 12	Response as Profoma 12
DLP129	Jacqueline Power	Object				Polesworth and Dordon	Traffic impact. Effect on Long Street. Danger from parked cars. No alternative route available. Pollution. Canal/railway bridges unsuitable. Congestion, B5000, M42, A5/Long St.	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. Proposal will deliver new route opportunity between B5000 and A5 to address congestion issues on Long St.
DLP129	Jacqueline Power	Object				Polesworth and Dordon	inadequate infrastructure, Doctors. Destruction of wildlife, trees, hedgerows. Impact of HS2 and construction noise, dust, dirt, peace of mind.	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.
DLP129	Jacqueline Power	Object				Polesworth and Dordon	Profoma 16	Response as Profoma 16
DLP130	B T Wall	Object			Housing	Polesworth and Dordon	Accept we need more homes but the numbers and particularly the proposed area are unacceptable. Area subjected to deep coal mining. Brickworks. Opencast and currently huge warehousing. Development area has meadows, natural hedges and woods. Woods known as Bluebell Woods. They are protected. Small pockets of trees will not suffice. Woods need fields to support their own habitat. Use the meaningful gap. It is flat and poor arable land. No hedges and very few trees. Already have M42 and in future HS2. Development costs would be much lower in this area. Access off A5 would be more acceptable. Please reconsider. Only beautiful countryside in Dordon.	Natural England seeking 50m buffer zone around woods which is supported. Council are aware of ground condition risk which need to be assessed and addressed by development proposals. Developers will need to produce Ground condition assessments. Measures can be put in place to address any issues arising.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP131	Unknown	Object			Housing	Dordon	Please don't allocate building so many houses in our area. Classed as a village, please remain so. Lived here for over 30 years and am happy to remain so please let us live here in peace.	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.
DLP132	Stephen Exley	Object			Infrastructure		Not enough consideration of infrastructure. Local roads are unable to cope. Increase in construction traffic and associated noise. Facilities such as roads, schooling, medical and all other local facilities should be given higher priority prior to any building project being started. More sensible to build on far side of railway and regenerate Polesworth Station as a means of commuting to Birmingham and other parts of the Midlands. Should take pressure off roads and give people options. Reduce number of houses to at least half. to ensure local landscape and village atmosphere is not blighted.	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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Threshold for delivering contributions and phasing of development will likely be linked to infrastructure needs and delivery. No change proposed.
DLP132	Stephen Exley	Object			Infrastructure		Do not believe the area has the infrastructure in place to deal with the additional traffic. Schooling, medical and other local facilities will be unable to cope with the large numbers of people coming to the area. The rural environment of N Warks will be destroyed and the 'Village Community' lost.	Issue noted. Infrastructure is a key issue that is being addressed through the IDP. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and address relationship of development with existing built area/settlements.
DLP133	Chris Joynson	Object				Land to the East of Polesworth and Dordon.	Congestion, traffic, A5 is already grid-locked with increase in the number of lorries on the roads. Similar problem with the proposal west of the M42 and Alveole wood; causing increased traffic along Pennine Way, in Stoneysdelph, to the A5. Use derelict buildings/brownfieldsites before any green field sites are used, such as the old Netherworld First School site. Doctors' surgeries in both villages are already overburdened.	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. Brownfield site referred to is already allocated for development. Where available and deliverable brownfield sites will contribute but there are insufficient to address the level of housing and employment need.
DLP133	Chris Joynson	Object			Alternative option		Retention of Green spaces are vital, for farming and food production, wildlife corridors, pollution filters, and for the well-being. a new town built in the less over-populated south of the county would be a better option	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. Limited availability of sites large enough for new/garden village. Lead in time for establishing a "new settlement" would be too long to address current Development needs.
DLP134	M G Jones	Object				Polesworth and Dordon proposals	Impact of continual change, road network cannot accommodate growth in traffic. Inadequate infrastructure, schools, doctor unable to cope. RobeysLane site will make Polesworth a suburb of Tamworth.	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.
DLP134	M G Jones	Object					Impact on fields, woodlands and wildlife. Loss of Hollies will be devastating. Hoo monument will be surrounded by rooftops.	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. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals.
DLP135	A Garlick	Object					Road network cannot accommodate growth in traffic. Inadequate infrastructure, parking, shops, schools, doctor unable to cope. Services at capacity now.	Issues noted.
DLP136	Mark Ward	Object					Too many houses planned in gap between two villages. Don't have the facilities, don't want to be a market town. Build more houses close to Tamworth, west of M42, (to address their shortfall) so we can have more open spaces and Gap between Polesworth and Dordon.	Issues noted. Some development is targeted west of M42. 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. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough.
DLP136	Mark Ward	Object					Proforma 8	Response as Proforma 8
DLP137	D Smith	Object				Polesworth and Dordon proposals	Impact on and loss of country walks. Loss of wildlife. Don't want villages turned into town. Ruin of countryside and scenery. Traffic congestion horrific. Schools, doctors emergency services overstretched, infrastructure limited.	Concerns noted. Infrastructure is a key issue that is being addressed through the IDP. Master Plan for proposal will look at opportunity to create or improve access to open spaces, green infrastructure and walks/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained.
DLP138	Mrs D Atkins	Object					Terrible road network. Safety impact of increased traffic. Loss of Green Belt	Concerns Noted. 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. Note, no Green Belt in Dordon/Polesworth area, but is green fields/countryside.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP133	Chloe (age 10)	Object					Sad to see loss of wood and access to walks. No longer a reason to get a dog now, Loss of wildlife, Schools full, no employment, busy traffic impact and highway safety issues.	Concerns Noted. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walk/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. No current public right exists to use all this area, plan provides for new employment sites to stimulate job opportunities.
DLP140	D A Bailey	Object				Polesworth and Dordon proposals	Development would double size of area. Impact of increased traffic on restricted historic bridges. Increased traffic and congestion on road network south to A6. As development is partly to address overspill from Coventry and Birmingham this will also generate traffic back to these areas for family/job ties/links.	Concerns Noted. 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.
DLP140	D A Bailey	Object		Alternative options			Unges a more proportionate plan. More suitable proposal would be development of Daw Mill, being much closer to both areas.	Issue noted. Growth options considered alternative approaches. Daw Mill lies within Green Belt in unsustainable location with no services, facilities or infrastructure. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed
DLP141	Unknown(Cant read)	Object					Roads dangerous, traffic gridlocked. Schools and doctors struggling to cope. Insufficient green belt already.	Issue noted.
DLP142	G Brewster	Object				Polesworth and Dordon proposals	Other land available more suitable and sustainable. Traffic volumes increased dramatically and schools and health services at breaking point. Will be dramatic impact on local wildlife.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Note, no Green Belt in Dordon/Polesworth area, but is green fields/countryside. Alternatives suggested as available not identified by specific site.
DLP143	Ashley Smith	Object				Polesworth and Dordon proposals	Impact of so many houses will destroy villages. Increase in traffic and congestion. Schools and health services struggling to cope. Loss of open fields/countryside. Land elsewhere available where countryside will not be destroyed.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues. Alternatives suggested as available not identified by specific site.
DLP144	Mrs C Smith	Object				Polesworth and Dordon proposals	Proposal for so many houses goes too far. Extra traffic will wreck village. Need for more schools, doctors, hospital service also stretched. Traffic congestion in Long St and Pinwall.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues.
DLP145	Enma Whapples	Object				Polesworth and Dordon proposals	Schools full to capacity. Doctors/Dentists difficult to access. Traffic congestion at peak hours. B5000 impact. AS struggling. Increase at Bireg Coppice will aggravate problem. Hospitals suffering with capacity issues. Village not designed for this extra capacity. Concerned over who has responsibility for providing access to Bluebell Wood. Impact on mental health and well-being.	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. A Concept Master Plan, required by the Proposal will also address some of the issues raised. No change proposed.
DLP146	Mrs S Luckman	Object				Polesworth and Dordon proposals	Things that will cause mayhem in community. Long St, New St, A5, traffic congestion a problem. Number of cars will double or treble. Strain on water and sewerage supply. Doctors, emergency services, schools services strained and will need to increase.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Developments will be required to address their sewerage infrastructure needs.
DLP147	Gerald Angevin	Object				Polesworth and Dordon proposals	Concerned over the lack of coherent planning. No timeframes or milestones, of plans to develop logistics and resources to cope with the increase of inhabitants. Scope seems disproportionate. Understand housing need but there must be a way to spread it. Nightmare to commute to work.	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.
DLP147	Gerald Angevin	Object					Don't want villages to fuse (merge). No transparency about how this will be financed or what the potential impact on property values might be. Please reconsider and try to find alternatives, such as creating a new, autonomous village.	Noted. 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. Further infrastructure will be delivered through developer financial contributions and highway authority on local authority investment to address any issues arising, where necessary and appropriate. IDP addresses some of these issues. Growth options considered alternative approaches. Impact on property values not a material planning consideration.
DLP148	Mr D A Jordan	Object				Polesworth and Dordon proposals	Congested roads will get much worse, particularly at peak times. Impact on health of traffic delays access to Coventry/Nuneaton health services/hospitals. Increased pollution. Increased pressure on stretched resources, local Doctors, schools. Infrastructure need is badly underestimated in Plan. Loss of green fields. Impact on local wildlife and beauty.	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. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walk/cycle ways as part of proposal. PROW's will be retained as appropriate.
DLP148	Mr D A Jordan	Object		Alternatives.			More investigation into alternatives such as at old airfield Marston Farm, Kingsbury.	Growth options considered alternative approaches. Unaware of any major building work or proposal at Marston Farm.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP149	Mr & Mrs V J Kellie	Object					Insufficient access, inadequate road network, narrow roads with parking on-street. Already busy traffic and congestion. Impact on wildlife, infrastructure. Doctors, Schools at capacity. Impact on delays for emergency services. Loss of view from garden taking away our freedom.	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. Loss of view not a material planning consideration but impact on outlooks and landscaping/layout may be an issue that the Concept Plan/Master Plan will address.
DLP150	Gary Brain	Object				Polesworth and Dordon proposals	Traffic already bad. B5000/A51/long St have highway safety issues. Increase in pollution and disruption. Schools, Doctors at capacity. Need to look at countryside to be lost, area of outstanding natural beauty. Size and location of development unreasonable, out of proportion, destroying countryside and increasing pressure on snuggling 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. Site area not designated as AONB, although is open countryside/green fields.
DLP150	Gary Brain	Object			Alternatives.		Look at alternative solutions.	Noted. Growth options considered alternative approaches.
DLP151	Alan Holloway	Object				Polesworth and Dordon proposals	Don't let developers destroy village community. 3200 houses too many. A51M42/B5000 congested, choking centre of Polesworth, particularly peak times. Infrastructure needed. No police or ambulance station. More schools, teachers, doctors, dentists and closer hospital facilities needed. Who will pay for this? Not developers who are intent on destroying Polesworth. Shouldn't accommodate other irresponsible Councils.	Concerns Noted. 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.
DLP151	Alan Holloway	Object					Flooding issues in Polesworth. And sewer blockages	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.
DLP152	Sarah Read	Object				Polesworth and Dordon proposals	Infrastructure unable to sustain expansion. Schools and health service unable to cope with population surge. Roads unfit to support additional traffic. Congestion already exists and will be increased to make roads unusable. Follow advice of Minister Barwell. Need for infrastructure to be in place is crucial. Village retains a unique dynamic through its small population. Increase in building will compromise family life and undermine choices of lifestyle 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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Board Report addresses some of these issues.
DLP153	Mike Read	Object				Polesworth and Dordon proposals	Concern over several thousand dwellings proposed in village. Loss of village life ethos from tight knit community. Change to life and dynamic of village. Taking away choice to live in such a community unjust. Protection of community and rural nature is supported by Policed see Para 64 of NPPF. Also contradictory with Core Strategy and impact on natural and historic environment to turn greenfields into enormous housing estate.	Noted. 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. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and address relationship of development with existing built areas/settlements. Board Report will address some of these issues.
DLP153	Mike Read	Object					Major concern over infrastructure and ability to cope with expansion. Doctor's access difficult. Road network unfit to support traffic expansion. Congestion on B5000. Minister advice has indicated infrastructure in place for such developments is crucial. Please consider other options that do not have same impact on communities 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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Board Report addresses some of these issues. Minister comment noted. Government, however, require Local authorities to address growth and development needs, do not resource or fund infrastructure needs sufficiently (current or future needs) and rely on Developer contributions to address impacts.
DLP154	Pauline Wiggins	Object				Polesworth and Dordon proposals	Traffic congestion. Air pollution. Doctors at capacity. Impact on road network, traffic increase untenable. Schools unable to cope with pressure. Nuneaton would be better place for development. Parking and shops inadequate.	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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Board Report addresses some of these issues.
DLP154	Pauline Wiggins	Object					Take account of outstanding beauty of fields affected. Following impact of this development and HS2 on Pooley nowhere will be left to see nature at close proximity. Quality of life impact. And effect of flooding or subsidence from former mining. Wildlife will be destroyed.	Concerns Noted. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walks/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. Site area not designated as AONB, although is open countryside/green fields. Plan Policy requires development of site to address flooding issues to ensure surface water run-off and flood storage impact to be no worse than existing. Development will also need to assess ground conditions (including former mining) to address any measures necessary.
DLP154	Pauline	Object					Proforma 17	Response as Proforma 17
DLP155	Matt Parker	Object				Polesworth and Dordon proposals	The development will result in the loss of a significant area of open countryside, and will be harmful to wildlife habitat, landscape and woodland. Impact on public rights of way. Destruction of woodland.	Concerns Noted. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walks/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP155	Matt Parker	Object					Traffic congestion along the B5000, Long Street and the A5 trunk road is already a major problem and safety concern. Congestion and health damaging air pollution will be made worse. Long Street traffic black-spot, narrow with on street parking, increasing highway danger, increase risk of accidents. Poor public transport links to employment in cities and towns such as Birmingham, Nuneaton and Coventry	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 relief road between B5000 and A5 aims to address issues on Long Street.
DLP155	Matt Parker	Object					No justification for the scale of new housing proposed, increasing significantly the size of the village. Scale of the proposed development is out-of-proportion to the size of the villages of Polesworth (B400) and Dordon (3200). These villages have limited shopping, leisure, and community facilities which do not compare to that of a true "market town". Individual character of the two villages will be lost.	Noted. 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. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and address relationship of development with existing built areas/settlements. Board Report will address some of these issues.
DLP155	Matt Parker	Object			Alternatives		Consider other locations for new houses, with better transport links and new employment. Proposal size will require significant additional infrastructure – better road/transport links, additional education, health and dental care facilities, open space and playing fields, shops and community facilities. Also the area was heavily mined in the recent past. Impact?	Issue noted. Growth options considered alternative approaches.
DLP155	Matt Parker	Object						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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Board Report addresses some of these issues. Development will also need to assess ground conditions (including former mining) to address any measures necessary.
DLP156	Robert Riggins	Object				Polesworth and Dordon proposals	Limited access to Doctors services. Inadequate road network, including narrow bridge. Need for additional schools, doctors. Sewage impact. Build all new houses on fields at Birchmoor with access onto A5 at Birch Coppiece.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough, which is maintained.
DLP157	Jackie Riggins	Object					Object (No details)	Issue noted
DLP158	Suzanne Wright	Object				Polesworth and Dordon proposals	Woodland to the edge of Dums Lane is an important area. Loss of woodland and countryside, walks. Impact of light pollution. The fields are a wonderful area for nature and for families to spend time. This area could be used for educational purposes rather than to be destroyed by developers. Forms an important banner from the busy A5. If this area is turned into a housing estate, it will no longer be an attractive place to visit. The fields between the A5 and Dums lane are also full of public right of ways. Extending the villages means turning them into Towns.	Concerns Noted. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walks/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. No current public right exists to use all this area.
DLP158	Suzanne Wright	Object				Polesworth and Dordon proposals	See no benefit to building 2000 homes in such a small area with already stretched infrastructure. Long Road is already heavily congested and a real safety risk. Schools are already over-subscribed, added danger for children walking to 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.
DLP159	L Bams	Object				Polesworth and Dordon proposals	Enough building already. Doctors, schools, roads can't cope. Destruction of woodland and wildlife. Don't want to become a town dweller. Combined impact with HS2. All result of Money. Won't help locals only foreign visitors.	Concerns Noted. Infrastructure is a key issue that is being addressed through the IDP. Development not addressing "foreign visitors". DASH, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need.
DLP160	Janet Bailey	Object				Polesworth and Dordon proposals	Amount of extra traffic generated. Polesworth and Dordon are villages not towns. Inadequate local road network. A5 exceptionally busy, impact of Birch Coppice doesn't help either.	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.
DLP161	Clive Roser	Object				Polesworth and Dordon proposals	Too many houses in one area that is now overloaded with traffic issues along the A5 / B5000 at Pinwall. Heavy traffic along the A5. Doctors surgery is overburdened at present, causing some of the community to divert to the Robert Peel hospital in Staffs. Green space and the wildlife will disappear.	Concerns Noted. 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.
DLP162	Emma Du-Prat	Object				Polesworth and Dordon proposals	The plan repeatedly refers to the two villages as a "Market Town", they DO NOT make up a market town, they are distinctly separate villages. No comparable services to other Market Towns. Lack of current infrastructure and delay in delivering new infrastructure means it is not sustainable for a such a small area, new residents will be moving into the village without having school places/doctors/dentists etc. Will change the identity of the villages forever.	Concerns Noted. 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. Prior to the Structure Plan the close relationship between the two settlements in Planning terms was recognised by the Polesworth and Dordon Local Plan Brief in 1984 and Local Plan in 1989. 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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Board Report addresses some of these issues.
DLP162	Emma Du-Prat	Object					Traffic is already an issue in Polesworth and Dordon. Long Street in Dordon is notoriously difficult. Congestion issues particularly when A5/M42 road network incidents occur. Traffic around all of the schools is already at saturation point and can't cope with additional. Impact on narrow canal bridges	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	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP162	Emma Du-Prat	Object					Area is already earmarked for development for HS2 - the building of thousands of houses in the area on top of this would mean years of disruption and inconvenience.	Issue noted.
DLP162	Emma Du-Prat	Object					Area to be developed is green belt land. The area of Woodland which will remain relies on the surrounding fields to support the wildlife within it. The area is home to a lot of wildlife including Barn Owls, Buzzards and deer. The development of the surrounding area would devastate the wildlife in this area.	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. Area is not designated Green Belt, but is green field/countryside.
DLP162	Emma Du-Prat	Object		Alternative Options			Houses are to satisfy a short fall in accommodation in both Coventry and Birmingham. It would make more sense for the majority of the houses to be built in the area around Aley, Anstey, Colehill etc with closer links to both of these cities, a separate new village. The disused Daw Mill colliery would be a perfect brownfield site on which to build. Could additional housing then be added in much smaller numbers to the villages and towns in the area to spread the disruption and place less stress on the infrastructure of each individual village/town.	Noted. 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. Sufficient sites currently allocated to deliver OAN and address additional Birmingham shortfall.
DLP162	Emma Du-Prat	Object			Robeys Lane Development		Development would effectively join Warwickshire to Staffordshire. "Meaningful gap" would no longer be there. Will cause more traffic to use the B5000 through Polesworth. Will also mean more traffic through the very small settlements of Alveale and Shuttlington.	Meaningful Gap would remain. Board report addresses some of these issues.
DLP163	Brian & Barbara Finch	Object			Polesworth & Dordon		Object to the proposed decimation of our villages of Dordon and Polesworth, changing our community from rural village to urban town. Infrastructure is not there for current population let alone increase. A5 is already overstretched. Schools doctors hospitals inadequate. Increased pressure on both NHS and Police services and Ambulance services.	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
DLP163	Brian & Barbara Finch	Object					Lot of brownfield sites around Birmingham and Coventry could address need.	Noted. There are insufficient brown field sites within the Borough to deliver the housing need, resulting in the necessity to allocate green field, countryside sites.
DLP164	Barry Biscoe	Object					Loss of wildlife, impact of flooding. Inadequate infrastructure and road network. A5 gridlocked at peak hrs. A5 needs bypass. Access to Doctors difficult. Need bigger school and doctors. Additional impact of HS2 and old Tamworth Golf Course development.	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
DLP165	Miss Briony Biscoe	Object					Impact of additional traffic on poor network, danger to pedestrians. Surface water impact on canal and river/flooding. A5 unpassable. B5000 preferred 'rat run'. Noise pollution, impact and loss of nature reserves. Surrounding woods with housing means Access to woodlands by drinking teenagers will deter wildlife and destroy woods.	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. Access to woodland already exists. Not all teenagers are drunken vandals. Impact on ecology and natural environment will be addressed through compensatory measures such as Biodiversity offsetting contributions. Proposals will include areas of habitat retained and conserved as Local wildlife sites. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.
DLP166	Alan & Glynis Wardall	Object					Large development that has been proposed will ruin the character of our village. Both Polesworth and Dordon have their own unique character and history, and should not be considered as one area which can be consolidated.	Concerns Noted. 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 1986. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and address relationship of development with existing built area/settlements. Board Report will address some of these issues.
DLP166	Alan & Glynis Wardall	Object					Concerns over the infrastructure. Our roads, schools and health services are already stretched and any new development will negatively affect the services offered to existing residents. Development should not be given the go ahead without the full funding for all the infrastructure upgrades that are needed.	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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Board Report addresses some of these issues.
DLP167	John & Angela Clarke	Object					Poor information available. Live in centre of proposal and do not wish to be part of it.	Issue noted.
DLP167	John & Angela Clarke	Object					Village and local roads cannot cope with traffic. Will be totally ruined and loss of countryside and wildlife. Must be other options to consider.	Concerns noted. Infrastructure is a key issue that is being addressed through the IDP. Growth options considered alternative approaches. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. This will be led primarily through advice and guidance from Natural England, Warwickshire County Council and Warwickshire Wildlife Trust.

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DLP168	Nicole Frazer	Object				Polesworth & Dordon	Schools in the area are over-subscribed. Traffic chaos around all schools in the area is dangerous. Main roads in and out of Polesworth and Dordon, mainly Long Street, A5, B5000 and Bridge Street inadequate, impact of increased pollution and noise. Why is it necessary to obliterate more of our beautiful local countryside to build thousands more houses. Additional impact of HS2. Must be other options to consider.	Concerns noted. Infrastructure is a key issue that is being addressed through the IDP. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Borough aware of HS2 issue but is a national infrastructure project is outside control of Local Authority. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals.
DLP169	Jonathon Bail	Object				Polesworth & Dordon	Traffic issues and congestion on A5. Schools full, local surges struggle. Infrastructure is not capable of taking any more load. Duns lane and Long St have issues: if no allocation of funds for infrastructure upgrades will it be a wait and see what problem arises?	Concerns noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report will address some of these issues.
DLP169	Jonathon Bail	Object				Polesworth & Dordon	Land being considered for development is mainly old coal working site with all the problems associated such as gas or subsidence. Existence of underground workings is not fully known and considerable piling work may have to be done. Mains drainage in Duns Lane is at its limit. Cost of developing site will deter low cost housing. High water table impact on drainage.	Council are aware of risk which need to be assessed and addressed by development proposals. Ground conditions assessments are underway or have been undertaken. Much of settlements of Polesworth and Dordon already fall within this area or former mine workings.
DLP169	Jonathon Bail	Object				Polesworth & Dordon	Is it reasonable to put such a large number into this small area where there must be more suitable land elsewhere on the Borough. most of this land being classified as brown field makes it easy to put forward	Concerns noted. Growth options considered alternative approaches. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. Scale and size of development sites proposed considered appropriate to the settlements position in the strategic hierarchy. Site is not classed primarily as brownfield, but mainly green field.
DLP170	Maynard Scott	Object				Polesworth & Dordon	Expansion of settlement needs corresponding expansion of infrastructure. Doubt over potential for this being delivered. Implications of HS2 entrapping Polesworth Dordon within network of routefoad corridors. Public Transport service poor. Loss of footbridge at Polesworth Station an issue.	Borough aware of HS2 issue but as a national infrastructure project is outside control of Local Authority. Borough working with County to try and mitigate and manage impact.
DLP170	Maynard Scott	Object					Flooding - present infrastructure inadequate/potential impact of additional development.	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.
DLP170	Maynard Scott	Object					Roads and Medical/Health infrastructure - Existing road network struggling/inadequate. Further misery will be created without substantial road improvements. M42/A5/B5000. Until then impact on routes through outlying villages will be significant. Hospitals need significant investment.	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. Will endeavour to get any infrastructure and highway improvements at the earliest opportunity. Board Report addresses some of these issues.
DLP171	Natalie Sartain	Object				Polesworth & Dordon	Avoid impact on character of village that may overwhelm it. Development ill-considered. Destruction of open green fields, used for recreation. Loss of trees and wildlife and views.	Impact on ecology and natural environment will be addressed through compensatory measures such as Biodiversity offsetting contributions. Proposals will include areas of habitat retained and conserved as Local wildlife sites. No automatic right to maintain views but Master Plan will address Landscape impact and visual impact, where appropriate. No change proposed.
DLP171	Natalie Sartain	Object					Dordon lacks infrastructure to support proposal. Schools at capacity. Limited shops, fire services, no dentist. Current road infrastructure can't house additional transport/traffic. Long St issues with parking provision impacting on through route. Increased traffic, pollution and pressure on public services already struggling to cope.	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.
DLP171	Natalie Sartain	Object					No serious consideration of alternatives. Feel smaller sustainable developments throughout Borough are safer option.	Issue noted. 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.
DLP172	Gary Webster	Object				Polesworth & Dordon	Area for proposed development is classed as high risk coalfield area. Coal mining risks at shallow levels. Impact of former workings.	Issue noted. Site proposal falls within an identified Coal Authority high risk area, where there are hazards that are likely to affect a new development and requires a coal mining risk assessment from the Coal Authority, who have been consulted as part of the Local Plan process. Much of settlements of Polesworth and Dordon already fall within this area. Council are aware of risk which need to be assessed and addressed by development proposals. Ground conditions assessments are underway or have been undertaken.
DLP172	Gary Webster	Object					Area haven for wildlife. Potential impact will devastate 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
DLP172	Gary Webster	Object					Infrastructure problems at A5, Long St, healthcare and education. Impact of congestion on Long St difficult to solve.. Need new road 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.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP172	Gary Webster	Object					Alternative option of Garden village as Govt are funding options is way forward.	Noted. Growth options considered alternative approaches. Availability of land outside Green Belt limited opportunities to apply exceptional circumstances and/or very special circumstances to be applied to warrant Green Belt release. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed
DLP173	Miss Laura Fulljove	Object				Polesworth & Dordon	Live in Dordon all my life. Enjoyed many walks in countryside. Makes me mad you want to build loads of houses and destroy wildlife. Takes me 20 mins to get out of road in morning. Around the schools is dangerous. Schools will not cope with more children. Teachers will struggle with more numbers with children getting behind in their studies.	Concerns Noted. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. No current public right exists to use all this area.
DLP174	Roy Grantham	Object				Polesworth & Dordon	Stop the build. Too many houses, its another village. Road, facilities? Why so many houses in one area? Be disaster for the area with new HS2. Road infrastructure at breaking point. As gridlocked. Gridlock at schools. Two week wait to get a doctors appointment. Thousands more houses and tens of thousands more people without new roads, schools, doctors, shops and recreation areas i crazy. New village will be a better option.	Issues noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report addresses some of these issues.
DLP175	Sonia Matthews	Object			Housing	Polesworth & Dordon	Development is too big. Infrastructure is not clear. Roads, schools, health care provision and our environment cannot cope with the scale of build. I agree people need homes but how many will be for local people? Don't want village to be turned into town to accommodate Birmingham and Coventry overspill. Lived in Polesworth all my life and brought up children here. If build goes ahead no green fields for families to walk / play through fields and woodland. Schools are full. Roads crammed with commuters. Health provision needs a drastic review. GEH and UHCW is a long car journey away.	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.
DLP175	Sonia Matthews	Object			Employment	Polesworth & Dordon	Create more jobs for local people has to be priority. Why make our area even more of a commuters nightmare as people travel to our area. Keep young in education until they 19 to enable them to get a career with more chance of development and career progression rather than warehouse, dead end jobs working on minimum wage and zero hour contracts.	Issue noted. Local Plan is delivering wider than local needs in terms of employment land and focussing on high tech, manufacturing and professional services not simply logistics where greatest pressure exists.
DLP176	D Boulstridge	Object				Polesworth & Dordon	Whilst appreciate need for homes, to build so many in such a small lovely area is ridiculous. I will see nothing but buildings. How will roads and services cope? Problems on A5 and B5000. One doctors surgery. High school is full. With HS2 at Birchmoor, Birch Coppice and new housing there will not be one green field left in Dordon. Miles of hedgrows and mature trees will vanish. Will be a disaster. Cannot believe this could happen in other counties.	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.
DLP177	Kathy McGowan	Object		LP39			Scale much larger than previous plans. Out of scale in comparison to current size of village. Limited shopping, leisure and community facilities do not compare to true 'market town'. Work off A5 has already turned village into a large 'factory' complex.	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. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and relationship of development with existing built areas/settlements.
DLP177	Kathy McGowan	Object					Infrastructure required not been considered. A5, M42, Long St and road network badly congested. No funding to address issues. Impact on pollution and respiratory health.	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.
DLP177	Kathy McGowan	Object					Impact on wildlife, habitats, landscape and ancient woodland. Area has propensity to flood and is littered with old mining works.	Issues 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. Much of settlements of Polesworth and Dordon already fall within former mined area. Council are aware of risk which need to be assessed and addressed by development proposals. Ground conditions assessments are underway or have been undertaken.
DLP178	Simon Blakeman	Object			Infrastructure	Polesworth & Dordon	Resident of Dordon all my life. Have to disagree strongly with proposed plans. Dordon's 3 school cause traffic problems. Infrastructure inadequate. Work at Trinity Road Kingsbury which should take 6 minutes. At peak times it can take 15 to 20 mins just to exit on to A5 roundabout. More infrastructure planning required. A5 should be made a dual carriageway as a start. Traffic is biggest problem. Overcrowded schools. Over congested doctors. Understand the need for housing and as looking to buy first home but need these things addressed first.	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	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP179	Kelly Athene	Object				Polesworth & Dordon	Object to disproportionate amount of housing allocated to Dordon and Polesworth. Spent childhood in Polesworth and wanted to move back to area in 2014 from Tamworth to enable our children to enjoy the green space and village life. Shock and disheartened to hear the proposal of such a large amount of housing. Will alter the individual characters of the villages. Fear Birchmoor, Dordona an Polesworth becoming a mass of housing similar to Tamworth. Area will be shoehorned between motorway, HS2, mass housing and commercial development on A5. Current infrastructure can not cope. Will only suffer further if correct measures not implemented before a build of this significance.	Concerns noted
DLP180	Tony Mills	Object		LP39			Object to housing either side of Polesworth and Dordon. I understand need for new housing but scale is incredibly high. Current infrastructure is poor. Live in Goodere Drive and around 8 am cannot get out of village via Bridge Street. I end up going via Station Road then Linden Lane then on to Spon Lane (which is often flooded). B5000 is main route and will be a nightmare with more traffic.	Concerns noted
DLP181	Mrs Lesley Briscoe	Object				Polesworth & Dordon	Object to housing either side of Polesworth and Dordon. Polesworth is a rural community that attracts walkers, cycling, horse riding and motor cross biking throughout the year. Roads would be more dangerous. Large scale development will destroy village life. Already hum of traffic of noise and pollution from M42. Will only get worse with construction of HS2. Deterring any tourism to Abbey and surrounding area of natural beauty. New development is a whole new village. Schools, doctors and dentist are all at capacity and lack of local policing leaves Abbey Park being trashed. Further overcrowding. B5000 already route to avoid congested A5 and M42. No thought given to other developments at Amington, Atherstone and Wredington which all lead to A5 and M42. Birch Coppice still growing. Our nature reserves will not survive with increased population. Why prepared to destroy this area but turn down Daw Mill? It would be closer to Birmingham.	Concerns noted
DLP182	Stephen Leigh	Object				Polesworth & Dordon	Object on grounds of poor infrastructure provision for public and private transport. Access into Polesworth is limited. Wider impact on M42. Polesworth station only gets single train per day as a token service. Wrong position to serve housing. If station was open then would result in alternate trains stopping at Polesworth and Atherstone due to train paths on WCKL. Atherstone Council would be against reopening the station. Scale of development too big. Essentially merges two villages which have distinct character. Both villages should be preserved as separate entities and kept as villages in style. Amenities not large enough to support a town population - may need relocation of key facilities as well as additional ones. Significant impact on wildlife.	Concerns noted
DLP183	Mr & Mrs Ben Johnson	Object				Polesworth & Dordon	Object to housing either side of Polesworth. Almost no mention of infrastructure. At drop-in there was definitive answers. Already struggling with education and medical services. Even a few hundred will overwhelm them. Traffic is bad on A5. M42 is slow. A5 backs up for miles. Robeys Lane can only come out on to narrow B5000. Gridlocked traffic is bad for pollution and health issues. Poor public transport to city areas from villages. Development out of proportion to villages. Few shops and services, leisure or community facilities. Nor can they be built near to the centres already developed. Scant information on extra services. Result in sprawl of housing around two villages losing character and community. Not just turned into a Market Town with no town centre as the heart of the community. Must be better areas to put housing. Local wildlife and countryside, both ancient and diverse will be decimated	Concerns noted
DLP184	K J Morgan	Object				Polesworth & Dordon	Thousands of homes without advanced major infrastructure is potentially in my opinion a disaster. A5 is inadequate. A5/M42 is a bottleneck - not helped by lights at Birch Coppice. Commuting from village already difficult. Long Street and New Street are severely congested with residents' cars causing frustration to access out to A5. Problem now without more housing. Similar problem with B5000. Robeys Lane will only make it worse. Dropping off. Traffic around schools a major problem now. Can schools cope to provide more places? Dordona now hard pushed to provide appointments. Needs a major increase in facilities. Land to east of Dordon is the only easy access countryside without having to cross a major road. Used by dog walkers, ramblers and wildlife watchers. Development will mean "safe" access to countryside will be lost. Dordon has had fair share of building recently due to Birch Coppice. Soem units built with no consideration of residents and tower above our village.	Concerns noted
DLP185	Miss A Forsythe	Object			Housing	Dordon	Lived in village (Dordon) for 23 years. Bought house because of village location and suited my needs. Understand some development has to take place but to take so much green belt land in one place is just ludicrous and detrimental to the environment and wildlife. A5 is a pinch point. Destroy the village by joining it even more with Polesworth and St Helena turning it into a vast conurbation. A small development would be acceptable. Bad enough that HS2 coming through the area. There are derelict areas in Atherstone can not they be built first?	Concerns noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP186	G Caswell	Object				Polesworth & Dordon	Main objections are traffic is already unacceptable. Access to A5 is frustrating. Infrastructure in draft plan is not acceptable. A5 and B5000 cannot take extra traffic. Local schools at capacity. Local doctors is at capacity. Even if they expanded their surgery the impact on parking and driving on Long Street would be horrendous. Minister Gavin Barwell is promoting Garden Villages and I would suggest that North Warwickshire is too small to accommodate a new Garden Village unless land is used near Coleshill and Kingsbury. He also stated infrastructure is critical to any new build. Having lived in Church Road I am aware how beautiful and varied wildlife can be seen on a daily basis. It is in the interests of everyone who lives in the two villages that the wildlife is preserved and the area does not become yet another concrete jungle.	Concerns noted. 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. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed.
DLP187	M Caswell	Object				Polesworth & Dordon	Understand that a percentage of new homes will be local authority or housing association homes. Also understand that these will be given to people from Coventry and Birmingham under the overspill plans. Totally disagree with this. I am 19 and lived in Dordon all my life and now work at Birch Coppice. I have little chance of getting on the property ladder and will need an affordable home. The fact that others will take priority over people who have lived in these villages for years is morally wrong. A smaller development for local residents should be considered first as an additional 2000 houses being built on green land is unacceptable. Cannot see how roads will cope with additional traffic. Infrastructure is nowhere near what is required. Polesworth School has no space to cope with more students. Roads at school can not take more traffic. Unhappy of destruction of fields. Grew up playing in those fields. Wildlife will be destroyed and will never return. Brownfield sites should be targeted for new developments and thousands of houses should not be added to existing small villages where facilities like doctors, shops, schools cannot cope.	Affordable housing will be determined by the Borough Council. The priority is for those who live or work within the Borough. Discussions will take place to determine how those in need of an affordable home from adjoining local authorities will be considered.
DLP188	Paul Masterson	Object			Housing	Polesworth & Dordon	Object as all remaining green area will be built on destroying wildlife, aesthetic appearance of ancient lanes and fields will be totally lost. I travel for work at various times due to shifts. Congestion on Long Street at A5 is extremely high at all times of the day and night. Dual carriageway between M42 and Dordon is often at standstill and pollution must have impact on local residents. B500 used by many as an alternative. Three bridges on B5000 are a hazard. New link road will become a rat run. Around Birchwood is no area at school times. Issues of health, shops and school infrastructure. Parking in Browns Lane / New Street is in adequate Crossroads of B5000 and Bridge Street congested non stop. Parking on Bridge makes traffic flow difficult. Concerned that villages of Polesworth and Dordon lost by new development. Much smaller development may be more acceptable.	Concerns noted
DLP189	Heather Masterson	Object			Housing	Polesworth & Dordon	Object to housing. Commute daily to various train stations and found traffic on A5 and B5000 already at dangerous levels. Cannot see how new link road will deal with new development. Development at Robeys Lane will add to traffic. Concerned that more children at Birchwood Primary and Polesworth School will lead to more cars. 5 sq miles of development is an ecological disaster for area. The only remaining public footpath will be gone. Recreational walks gone forever. Amount of lorries has increased over two years and concerned at levels of pollution. No thought on infrastructure - education, health, shopping and leisure. Disaster for village life. Acknowledge new houses are needed this development is too big. Minister stated that Garden Towns are the way forward and avoid building on existing villages. Suggest looking towards Coleshill for building a Garden Town would be a better way forward.	Concerns noted
DLP190	Terence Brew	Object			Housing		Indigenous growth accounts for only a small percentage of suggested need. Given location of Birmingham and Coventry the sites proposed are ill conceived. With preservation of Green Belt then result is pressure of housing will continue to fall on areas not protected. Whilst Plan is commendable in many ways fails to appreciate impact of concentrating need on existing population, infrastructure and public transport. Coleshill neglected even though closer A45 route between Birmingham and Coventry.	Concerns noted
DLP190	Terence Brew	Object		LP39	Housing		Development of Robeys Lane taken with M42 and construction of HS2 there will be no meaningful gap left. Taken with development of B5000 population will almost double. Detrimental because of loss of green space, infrastructure will be overwhelmed; approaches to centre are ill equipped to cope with increased traffic. Existing A5 and M42 already heavily populated at commuter times. More traffic will damage the environment and result in congestion. Crossroads in Polesworth already a blind spot.	Concerns noted
DLP190	Terence Brew	Support			Employment		Local employment will not be satisfied by further warehousing. If this all that is built new population will have to commute out of the area further exacerbate traffic congestion. Polesworth does not have a railway station as an alternative.	Concerns noted
DLP191	Ann Arnott	Object			Infrastructure	Polesworth & Dordon	Object. Daily commute to Whittington is only 12 miles and first mile often takes 15 minutes. A5 and Long Street already a problem.	Concerns noted
DLP191	Ann Arnott	Object			Nature	Polesworth & Dordon	Decimate areas of natural beauty and a threat to wildlife.	Objection noted

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DLP192	Deron Blount	Object			Infrastructure	Polesworth & Dordon	Highway infrastructure is not enough to deal with such massive increase in population. Need to be addressed before development is considered. Traffic around Polesworth high school is at gridlock. Insufficient medical and education facilities	Concerns noted
DLP193	Mark Williams	Object				Land east of Polesworth and Dordon	Object to building homes in Polesworth, Dordon and Alvecoke because: general amenities - schools, swimming pool, town hall, supermarket and increased village parking; land drainage; loss of land in meaningful gap will mean Tamworth not Polesworth will have an individual identity; effect on the Hollies (Bluebell Wood) due to cross pollination; combined effect with HS2; view from centre of village is of rural feel; effect on Hoo Monument an important landmark; cultural effect on accent phonetically unique; air pollution / greenhouse gas due to commuting; and, the Green Belt development around Sutton Coldfield should alleviate need.	Objection noted
DLP193	Mark Williams				Alternative site Infrastructure		Suggest alternative site of land to the west of Dordon. Better to concentrate all development in one place. M42 needs to be three lanes and a smart motorway. Flyover required at M42 Junction 10 and A5 junction. A5 needs to be dualled	Suggested site noted Noted - Flyover and dualing being explored.
DLP194	John Bartlam	Object				Land east of Polesworth and Dordon	Disappointed and object. Concerns are: roads are already nearly impassable. No plans to improve A5. Schools; secondary school is already oversubscribed. If there is a new school where will it be built. Doctors; difficult now to get an appointment. Police: none in this area. Planners must have a say on education, policing and health. Alter the nature of the villages. Why not houses more evenly spread through Warwickshire. There is land at Daw Mill and junction 9 M42. Also got the construction of HS2 - has this been considered? Must be a better way of dealing with housing shortage.	Objection noted
DLP195	Mr S G Holyoak	Object				Land east of Polesworth and Dordon	Strongly object. Do not reduce our quality of life. Exceptional habitat which supports protected and endangered species. Don't take away walking through the meadows and pleasure of bluebells in the woods. Don't fell hundreds of trees. Very little infrastructure being planned. Proposal to build 6000 houses will result in 9000 vehicles. Long street and A5 already congested. Adding further traffic to over subscribed roads. Where will be 15,000 residents go to doctors and hospital which are already over prescribed. Halt the loss of biodiversity and to continue to preserve precious losses through targeted actions. Increase awareness, understanding and engagement of biodiversity. Restore and enhance biodiversity in urban and rural environs. Develop an effective management framework that ensures biodiversity is taken into account. Wildlife survey needed.	Objection noted
DLP196	Nigel Jones	Object				Land east of Polesworth and Dordon	Object to proposals for over 2000 dwellings. Not against sensible expansion. Should be spread across North Works. Especially the growth for Coventry and Birmingham. Thought Dordon and Polesworth are joined they have different characters. So much housing will attract an Aldi or a Lidl pulling the small retailers out of business. Drainage and flooding will be made worse. Need lots of balancing ponds which will be a award to pets and children. Why don't developers use grasscrete or similar? Lots of farmland and green spaces. Hollies will be over run by dog walkers, bikers and cyclists. Existing footpaths will be replaced by hard paved footpaths. Bridges are narrow. Already enough traffic. Parking difficult in shopping areas. Insufficient trains. Buses don't start early enough and take meandering routes. High school already at capacity. Nethersole also busy. Doctors won't be able to cope. Build houses closer to the George Etrol. Robert Peel soon for the chop. Cutting back on vital services. Spread the houses around the county.	Objection noted
DLP197	Joanne McEvoy	Support				Borough	Believe that the area can cope with quantity of housing as long as the relevant schools, shops and dentists/doctors are put in place. Support housing except for the sites in Dordon and Polesworth.	Support noted with the caveat of delivery infrastructure
DLP197	Joanne McEvoy	Comment				Land east of Polesworth and Dordon	But not a clear process in place to alter the roads to accommodate the growth. A5 cannot cope. Cannot cross the road now.	Issue noted
DLP198	Unknown (cant read)	Object				Land east of Polesworth and Dordon	Proforma 1	See Proforma 1 Response
DLP199	Heather Wiggins	Comment			Housing	Land east of Polesworth and Dordon	Raising concerns over roads, schools, doctors and loss of countryside. Moved to village to start again. Worried about more people with struggling infrastructure will lead to more crime and lack of funding to be ploughed into village. Surely better areas. Create a new village.	Issues noted
DLP200	Mary Brew	Object				Polesworth	Although there is a need for more housing the amount to Polesworth is too many. Narrow bridges. As most of the borough out of bounds seems Atherton and Polesworth left to shoulder the vast majority of development. Only 94 allocated in Colehill. Compared to other villages this is disproportionate. Local Plan fails to consider other options.	Objection noted
DLP200	Mary Brew	Support			Employment		I support most of the employment allocation. Impact on A5 needs to be addressed.	Support noted but issue of A5 noted.

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DLP200	Mary Brew	Comment			Infrastructure Sustainability Appraisal		Far too drawn out for most people who do not have the time and stamina to trawl through them	Noted
DLP200	Mary Brew	Comment					Far too drawn out for most people who do not have the time and stamina to trawl through them	Noted
DLP201	Andrew Michelle Fawcett					Borough Land east of Polesworth and Dordon	Object to building on greenfield and not brownfield. Destroy the rural nature of area. Strong opposition to any development on green belt and to any such large developments in Local Plan. And in particular connecting the villages of Dordon, Birchmoor, Polesworth, Alvecote to Armington in Tamworth. Urban sprawl with no character. Destroy precious countryside and wildlife. Pressure on schools, roads and health care. Traffic congestion at peak and school times is unacceptable. Road safety an issue. Reasons for more development is not justified. Poor public transport. Traffic congestion. Out of proportion to settlements which has limited shops, leisure and community facilities. Individual characters will be lost. More infrastructure needed. Loss of significant open area. Other constraints of drainage, flooding and past mining. Not acceptable to have to put up with upheaval.	Objection noted Objection noted
DLP203	Deborah Evans	Object				Polesworth and Dordon and Robey's Lane	Express my deepest concerns. Do not feel infrastructure can sustain the number of new homes because of the following reasons. Access to primary and secondary healthcare. George Eliot being down graded would mean having to get to University Hospital in Coventry. It would not be able to cope. Access to road network - A5 from M42 junction 10 to Atherstone will have more heavy industrial traffic due to planning permissions for distribution. M42 needs to be widened before HS2 is built. B5000 not very wide. Bottle necks to join A5. Access to education - not enough capacity. Environment - should consider wildlife. Need housing for the elderly and disabled residents. Houses at Grendon are too expensive for local people to afford. Polesworth has limited shops and other facilities. Limited bus services and finish too early for commuters. Little point of having a car park at station with only one train. The area has limited leisure facilities...	Objection noted
DLP204	Carol & Chris Desjardins	Object				Polesworth and Dordon	Regarding the proposal to build a large number of houses in our area. Our main concern is the effect on our local services i.e. Doctors, Dentists, Schools, Policing, transport infrastructure and how it will effect what I pay Council Tax. We hope that Warwick, Stratford and Leamington are having their fair share of this proposed development	Concerns noted. All areas are affected by housing need and growth.
DLP204	Carol & Chris Desjardins	Object				Land east of Polesworth and Dordon	Protoforma 8	Response for Protoforma 8
DLP205	James Rowland	Object				Land east of Polesworth and Dordon	I am writing in objection to the proposals outlined in the Draft Local Plan 2016 for Dordon and Polesworth. I do not support the proposals made for the following reasons. Primarily the allocation planned is both out of scale and out of character with the existing area. While Polesworth and Dordon are officially termed as a "market town" the infrastructure and amenities in the area are more reflective of a village. The two villages are separate settlements and retain their own separate parish councils and in no way operate as "market town". It is ironic therefore that current developers market Polesworth as a "village". An increase of 2000 houses, with a further 1000 at Robey's Lane, will almost double the number of dwellings in the area. This will then place pressure on amenities and public services in the area	Concerns noted
DLP205	James Rowland	Object				Land east of Polesworth and Dordon	Sports facilities locally are poor and need expanding and upgrading. If I am living in a so called Market Town shouldn't our local sports centre have a swimming pool or other facilities befitting it. Other locations have not been adequately considered for development with the council instead forcing mass urbanisation on a semi rural area. Other areas have infrastructure more able to cope with large scale developments but these are not seeing the same scale of development as Polesworth and Dordon. Coleshill for instance, has had investment in their train station with it becoming a park way with excellent transport links to other areas such as Birmingham, Nuneaton and Leicestershire. Coleshill is also close to the NEC, Birmingham International train station and the newly planned HS2 hub. Coleshill is also close to Birmingham International airport. Altherstone also has a train station with a good service to Tamworth and Nuneaton. Altherstone is also the administrative centre of the borough with swimming pools, shops, banks, etc. Why have these areas not been selected to take a greater amount of houses as clearly they are more sustainable and have better infrastructure. Polesworth does not have a working station and needs investment from developers before large scale development goes ahead. Even Kingsbury is indicated to receive a new station in the draft infrastructure plan with costing on how much this would cost. However Polesworth station is hardly mentioned only in so much as it needs a new footbridge and more parking.	A leisure services review is currently being undertaken and updated guidance prepared on Green Spaces and Playing Pitches as well as the production of a Open Space SPD. This will help to ensure the provision of sports and recreation as part of developments, where possible.

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DLP205	James Rowland	Object			Schools	Land east of Polesworth and Dordon	For example, the Polesworth School is currently oversubscribed. According to the Warwickshire admissions website, the school has an official admissions number of 224, despite this they offered 270 places in 2016. With a current total of 1138 students in the lower school, continuing this rate of admissions alone would eventually mean 1350 students in the lower school, this is without taking into account the Sixth Form. Last year there were 410 applicants for 270 places. Further building in the area would place significant strain upon the area. At all the planning meetings I have attended it has been made clear that the development is not large enough for a new school, nor have there been any plans for how the Polesworth School can meet these demands.	WCC Education have provided further information to assist in ensuring the right education provision is made as part of large scale developments.
DLP205	James Rowland	Object			Health	Land east of Polesworth and Dordon	There are also commensurate pressures on healthcare facilities. It can often take up to two weeks to fulfil a routine appointment at Dordon & Polesworth Surgery, with the surgery often recommending emergency appointments are the only way to be seen in good time. The only dentists in the village is not taking any more patients, meaning many villagers have to travel into Tamworth for their dental care. There has been no detail in the local plan as to how these issues will be resolved.	Health colleagues have provided information which will be used to seek health contributions as part of any development. This will be further refined as more details are available on the type of dwellings to be delivered.
DLP205	James Rowland	Object			Highways	Land east of Polesworth and Dordon	Highways in the local area are already under significant strain. Polesworth itself is accessible by road only across bridges, two of which are barely wide enough for two vehicles to cross simultaneously. Flooding has on occasion meant that Polesworth cannot be accessed from certain directions. Simultaneously increased traffic flow through "the square" crossroads by the fire station will increase the already high chance of a serious accident occurring at a junction which is already under significant stress. Increased traffic along the B5000 resulting from this development will adversely affect both highway safety and the convenience of road users. Such a sizeable development will also put pressure on public transport. Polesworth's railway station was effectively shut down some time ago, with only one parliamentary train leaving the village once a day, but not returning. This forces commuters to Tamworth and Atherstone to use the bus, or drive adding to further congestion on the area's roads, particularly when there is no direct bus service to the local hospital, the George Elliot. There have been no details given in the local plan for how the impact on transportation will be mitigated	The Strategic Transport Assessment proves information on the improvements required to the highways as a result of this development. The precise details will be developed further over the coming months.
DLP205	James Rowland	Object			Green Space	Land east of Polesworth and Dordon	There will be a sizeable loss of green space around the village. Large amounts of ancient woodland will be removed only adding to a desperate situation as the village is already losing the Pooley Country Park to the High Speed Two development.	Ancient woodland is being retained with a 50m buffer around it.
DLP206	Debbie Rowland	Object				Polesworth & Dordon	I strongly object to the Draft Local Plan. I particularly object to the size and scale of the sites proposed for development at Polesworth, Dordon and Robeys Lane as . While I do not oppose small scale developments, the proposed plans would alter the villages of Polesworth and Dordon profoundly and negatively impact on the lives and well being of local residents. The local plan incorrectly suggests Polesworth and Dordon are a "Market Town". Polesworth and Dordon have not taken steps to merge as one settlement or change from villages to a single town. They both have Parish Councils and retain very separate identities. To group them together to push Polesworth and Dordon further up the development hierarchy is a manipulative move by planners to meet their own planning needs. Polesworth and Dordon are separate settlements and should be considered as such by planners. Thus they should be earmarked for smaller developments as befits two villages rather than larger scale development as befits a Market Town. Developers building in the area such as Taylor Wimpey refer to Polesworth as a Village. Signs refer to the "Village Centre". Building large developments between Tamworth and Polesworth such as the one at Robeys Lane will result in Polesworth losing its identity as a separate village and will make it a suburb of Tamworth in the neighbouring county. Polesworth and Dordon do not have a wide range of amenities such as supermarkets or banks. Both villages have small village stores which do not have adequate parking for current residents let alone the thousands more people who will move into the area if the large scale development goes ahead. The Coop on Polesworth High Street only has a few parking bays and many people park on the side of the road blocking the paths which is a main route used by parents walking their children to school. Building more houses in this area will simply exacerbate this problem and increase the possibility of pedestrians being hit by vehicles as they are forced into the road as cars using the village shop are parked on the footpath. Any new large scale housing developments must provide adequate shopping and banking facilities with a large amount of car parking	Objection is noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP206	Debbie Rowland	Object				Polesworth & Dordon	<p>New towns should also be considered as a viable option if large scale development is needed in the borough. These options have been dismissed by the council without proper justification as all sites identified in the site allocation Polesworth is an historic village with building such as Polesworth Abbey and Pootley Hall. Large new build housing development will see Polesworth lose its characteristics as a village as it will have a large percentage of new build housing surrounding it which will be out of keeping with the local area and its landscape. Mass development will see Polesworth changed from a village to a market town but without any of the vital infrastructure such as dualled carriage ways, adequate bridges, sports facilities, rail links as the local infrastructure development plan has no real plan for developing the area. Polesworth will lose its identity as a separate and distinct settlement from Dordon and Tamworth by the locations in the draft local plan being developed. HS2 and building houses off Robeys lane will result in no meaningful gap between Tamworth and Polesworth. This development is being forced on two villages while the rest of the borough is left relatively untouched. I understand the need for housing to be built in the borough but the sheer scale in one small area is unrealistic and unsustainable. I object to the scale of all sites in Polesworth and Dordon. According to the councils reasoning behind choosing to build along the current settlement hierarchy is to allow new builds to use larger settlements facilities and amenities. It is also suggested that Polesworth and Dordon have a good range of existing facilities and services. Polesworth is described as an "urban area" and a town yet there is no town centre, no major supermarkets or shops, entertainment facilities or train station. There isn't even a hotel in the village or a market. Polesworth and Dordon have village amenities and facilities and should not see large scale development</p>	Concerns noted
DLP206	Debbie Rowland	Object			Green Belt	Polesworth & Dordon	<p>Green belt land needs to be released in the borough as has been done in other areas such as Sutton Coldfield. Large parts of the borough are covered by green belt which on the whole should be protected but not at the expense of other areas which are not as fortunate to be designated as green belt. The council previously suggested in its assessment of the green belt, that green belt may need to be released as areas targeted for housing may not be able to cope with the demands of the borough. Why has this not been explored further.</p>	Issue notes
DLP206	Debbie Rowland	Object			Highways	Polesworth & Dordon	<p>The sites outlined are unsustainable as the local infrastructure is suitable for villages not a town. The local area would need significant improvement and upgrades to facilitate for such large scale developments as proposed by the local plan. The proposed developments would feed out onto the B5000 and/or A5. These single carriageway roads would be unable to take the extra weight of traffic. The A5 and junction 10 of the M42 are already overwhelmed throughout the day and gridlocked at peak periods. Especially with the new distribution centres which have been opened by Birch Coppice. The thousands more cars using these roads will severely impact on traffic in the local area. No specific plans to widen the A5, B5000 or M42 are outlined in the draft infrastructure delivery plan (Feb 2017). The council does not have a plan for road infrastructure which will meet the demands created by over 3000 houses being built in the Polesworth and Dordon area. Local roads are not equipped to deal with the amount of houses being proposed by the plan. All routes into and out of Polesworth require using narrow humped back bridges. Large vehicles such as buses, coaches, lorries, SUVs and construction vehicles have to straddle the middle of the road when using local bridges. This creates congestion and is also very dangerous on roads which will massively increase in traffic if the plan goes ahead. New bridges are required to cope with increased traffic and the large amount of construction vehicles using the roads into and out of Polesworth. The Draft Infrastructure Plan does not cover these improvements. The cross roads on the B5000 in Polesworth is a dangerous junction. Accidents happen as drivers pulling out of Bridge Street cannot see cars coming down the B5000 from Tamworth. The developments will lead to more cars using this junction and increase the likelihood of accidents. There is no plan to upgrade or redesign this junction mentioned in the draft infrastructure plan. Long street and Dordon road are also part of the main access to the A5/M42 and is currently very congested.</p>	Issue noted
DLP206	Debbie Rowland	Object			Highways	Polesworth & Dordon	<p>Continued: An alternative road to cope with the traffic caused by residents of the new developments would be essential. The route especially around Birchwood Primary and Polesworth High School is dangerous with buses, coaches and cars having to mount the pavements at times to navigate the street as local residents park on the side of the roads. These roads have no capacity for extra cars from the developments. Also roads around the high school will become even more congested with at least 300 extra pupils attending the Polesworth High School, according to the projected pupil numbers provided in the appendix of the draft local delivery plan Feb 2017. The plan does not address how these children will safely get to school with the congestion created by parents dropping off children at the high school and nearby primary schools. Public transport links in the local area are poor with Polesworth Train Station only having one train a day.</p>	As above

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DLP206	Debbie Rowland	Object				Polesworth & Dordon	<p>Commuters to Tamworth and Atherstone are forced to use buses, which are slow or drive, leading to more congestion on the roads. If these planned developments are to be truly sustainable, then upgrading rail links and public transport to Tamworth and Atherstone is needed to prevent increased congestion on local roads. Polesworth station has poor parking and would benefit from an upgrade, before adding more people to the local area. The draft infrastructure delivery plan mentions adding a footbridge and parking but does not mention if the station will receive a more regular train service. Also these improvements are only "preferred" rather than necessary or critical. Polesworth station would also benefit from a bike park and cycle path through the village to encourage people who live in the local area to use the station. A bus service linking the station to the local area is also essential. This is a critical need considering the scale of housing planned. Atherstone which is seeing far smaller development and Colehill which has almost no housing development, have much better rail links than Polesworth and should be reconsidered for larger housing development rather than placing the majority of the burden on two villages with no rail infrastructure</p> <p>Health services in the area are stretched and will cope with thousands more people living in the area. For example the only dentist in Polesworth was unable to take on extra patients so my family already has to travel out of county to receive dental care. If dental services in the area are already at capacity the council needs to consider what impact large scale development will have on these services. This is not taken into consideration in the infrastructure development plan. Doctors are also difficult to see and I have to travel to Dordon to use the doctors as Polesworth's surgery has very few appointments. No real plan is outlined in the draft infrastructure development plan for expanding local surgeries. The impact on health services needs to be assessed in there room to see and treat patients at local surgeries and are there enough GPs to provide health care. It is also being proposed that our local hospital the George Eliot has its A&E and Maternity Services shutdown and moved to Coventry. How will local people in Polesworth receive emergency care and where will they have their babies? George Eliot should be being expanded not having vital services moved to Coventry Hospital which has little extra capacity. How will people living on these new sites without cars, access hospitals at Coventry and George Eliot without any rail links from Polesworth or a direct bus service.</p>	<p>Issue notes</p> <p>Health colleagues have provided information which will be used to seek health contributions as part of any development. This will be further refined as more details are available on the type of dwellings to be delivered.</p>
DLP206	Debbie Rowland	Object			Health	Polesworth & Dordon	<p>Flooding at the B5000 crossroads in Polesworth and other places along the B5000 makes it difficult to use roads to get to school and work. It also results in congestion on surrounding roads as people have to use other routes. Large scale developments in the local area will cause greater problems when routes flood. Building large housing developments could impact on flooding in the local area where flooding is already a problem. Has the impact of flooding on the local road network been considered?</p>	<p>Concerns noted</p>
DLP206	Debbie Rowland	Object			Open Space	Polesworth & Dordon	<p>The area proposed for the Dordon development will be building on green spaces used by local people for recreation. This combined with Pooley Country Park having HS2 through it will lead to a reduction in green spaces used by people in Polesworth, Dordon and Tamworth. Building around the villages will also harm wildlife who use these areas as habitat. Just because it is not green belt does not mean it holds no value to local people and wildlife. Another negative impact is the Woodland which will also be destroyed</p>	<p>Concerns noted</p>
DLP206	Debbie Rowland	Object			Schools	Polesworth & Dordon	<p>Children from the proposed sites will fall under the catchment area for Polesworth High School which is already oversubscribed. The primary schools have some spaces but not enough to accommodate the new students who will live on these estates. What contributions will developers make to secondary schooling and the facilities at Polesworth high school and when will this money be made available. According to the infrastructure delivery plan appendix D over 379 extra places will be needed at Polesworth High School. At the high school, which is roughly 75 places per year group. This is at least 2 more classes per year group which will need additional classrooms, sports facilities, equipment, computer facilities and cafeteria facilities. This cannot be funded solely using regular pupil funding formula and will require major expansion of the school parts of which are very old already. This cannot be carried out retrospectively as it will have a significant impact on children at the school if overcrowding happens or facilities are not upgraded before development goes ahead. Children only get one shot at an education and failure to deliver a school upgrade could have significant impact on local children's life chances. For example if class sizes increase or resources such as extra computers or sports facilities cannot be afforded local children's education will be impacted. Where is the plan for increasing the schools capacity and facilities? There needs to be more details published than the generalised comments and suggestions made in the vague Infrastructure Delivery Plan.</p>	<p>WCC Education have provided further information to assist in ensuring the right education provision is made as part of large scale developments.</p>
DLP207	Mrs J Hughes	Object			Housing	Polesworth & Dordon	<p>Huge detrimental effect on villages. Dordon already decimated by enormous distribution centres. Do not see plans for schools, doctors, leisure centres, roads. A5 cannot take more. Long Street and New Street a nightmare. Where will we walk our dogs? Where you want to build is just the place where locals walk for leisure.</p>	<p>Objection noted</p>
DLP208	Dr Susan Holmes	Object			Housing	Polesworth & Dordon	<p>Brexit may change the housing requirements. Services currently stretched education, health, transport networks. Local Plan says rural nature important but then allocates 160 hectares. Inappropriate and disproportionate to our villages.</p>	<p>Objection noted</p>

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP209	Lorna Wyatt	Object			Housing	Land east of Polesworth and Dordon	We located near to ancient woodland and rolling hills. Our concern is for future wildlife and potential loss of bird species. Listed to birds, animals and bees provided.	Objection noted
DLP209	Lorna Wyatt	Object			Housing	Land east of Polesworth and Dordon	Moved from Birmingham some years ago. Avid walkers and loved the countryside. Feel peace looking out on the views. Want it to remain a village. Look at alternative building areas not green - there are plenty in Birmingham.	Objection noted
DLP209	Lorna Wyatt	Object			Housing	Polesworth & Dordon	Profoma 7	Response as Profoma 7
DLP209	Lorna Wyatt	Object			Housing	Polesworth & Dordon	Profoma 12	Response as Profoma 12
DLP210	Ian Parsons	Object			Housing	Polesworth & Dordon	Housing not sustainable with current infrastructure. North Warks is predominantly rural. Constant development of large sites such as Birch Coppice is unacceptable. They employ people from outside the Borough. B5000, A5, doctors, Bridge Street, Long Street, New Street, schools, Warks Fire, are all issues. Local water treatment plant already running at capacity, Telephone exchange along with fibre optic broadband cannot cope. Did not object to St Leonards development as promised support to doctors welcomed. Increased traffic already evident on B5000.	Objection noted
DLP210	Ian Parsons	Object			Employment	Polesworth & Dordon	Too much large scale development will not deliver jobs. Most of the income will not be local and the roads cannot cope.	Objection noted
DLP210	Ian Parsons	Object			Infrastructure	Polesworth & Dordon	Ill thought out and not sustainable	Objection noted
DLP211	Mark & Angela Wall	Object				Polesworth & Dordon	Please accept this email as a record of our objection to the proposed housing build in Dordon/Polesworth. The area as it is cannot cope with the amount of vehicles on the roads in the vicinity and the construction of more homes will obviously add to this. This is something the council is only too well aware of as per the following extracts from the Tamworth Herald re the next phase at Birch Coppice: Labour councillor Jacky Chambers added: "This is the wrong site. It destroys the last council's policy of protecting a gap between North Warwickshire and Tanworth and it brings even more pressure to our roads which will be flooded with thousands of extra cars." North Warwickshire borough and county councillor Pete Morson added: "I'm extremely disappointed this application has been granted by the Government on appeal. "We rejected this as councilors and the Government should have respected that. They have gone against the will of local people and locally elected councillors. And this from the councils census report: Rising numbers of cars generally, along with more cars per household, is likely to place additional pressures on communities and local infrastructure. The more rural nature of North Warwickshire where access to facilities may be more limited by other transport is likely to explain both relatively high levels of car ownership in the borough and high levels of car use for work purposes. I trust full traffic analysis has been carried out to establish just exactly how many vehicles use the roads in the area (especially Long Street and A5 at Dordon which are both often at a standstill, especially during rush-hour and school runs). Whilst I fully appreciate the need for new housing, it is obvious that site selected is simply not suitable. The area referred to as the "meaningful gap" will no longer exist as a result of the Birch Coppice extension and if it is decided the roads/schools/healthcare can cope with the extra housing planned then surely this area lends itself much better to development than the proposed one which will destroy valuable countryside/woodland habitat as opposed to flat open fields in "the gap" I could go on but I'm sure you have received many, many emails and letters which emphasise the strong objections to the plan from villagers. We are not NIMBY's, just realists.	Objections noted
DLP212	L Roff	Object				Polesworth & Dordon	More discussion should have taken place before putting so many houses in our area. Lovely countryside will be concreted over. Wildlife lost. Will bring massive traffic problems. A5 a problem. Lanes used as rat runs. Road outside Polesworth school like a car park. Doctors and dentists are not equipped. Refuse and recycling contractors will have a massive increase in workload. Has anyone thought about impact of HS2? Not to mention the mega units at Birch Coppice. Planners just turning Tamworth and surrounding villages into an industrial area. Must be better proposals.	Objection noted
DLP213	Mr & Mrs Stewart & Mary Coleman and Mr & Mrs Watret	Object				Land east of Polesworth and Dordon	Live on private drive. Amount of traffic will cause problems in Polesworth village square. Traffic coming from Robey's Lane and Tanworth will abse come through square. Impact on doctors, schools and dentists. With B5000 and A5 link road all traffic will have to go through the square. Canal bridges won't cope with construction traffic. Royal Oak bridge may need to be rebuilt. More acceptable to reduce houses by 50% leaving more farmland and countryside including the Hollies. Want to see lane leading to Hollies Cottage with trees and bushes remain. Want to see bungalows on the edge of the development similar to the St Helena development. Looking for gates to stop people going up into private drive which serves 5 homes.	Objection noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP214	Colin Wyatt	Object				Polesworth & Dordon	Object to 9000 houses being built on valuable green space. Villages have their own identity. The open land helps to preserve this. Also used by hikers, dog walkers, casual walkers and children. Valued for its beauty, tranquility and wildlife. Ancient woodland forms a focal point. It cannot be reproduced on another site. Building up to it will have a detrimental impact. The building of 9000 homes with all the infrastructure will deprive the local community of a valued open space. NPPF states that access can make an important contribution to health and well-being. No regular bus service for working out of the local area. M42, A5 and local roads already congested. Will lead to traffic pollution. Against NPPF because such projects should reflect community needs and support its health and well-being. This local green space should be retained for the greater benefit of the local community. Houses will not be affordable if priced more than £100 to £120k. PPG17 requires developers to consult the local community and demonstrate that their proposals are widely supported. Can assure you that these are not widely supported. My objection is in accordance with government policy and also stated policy of the Council. List of birds from area given	Objections noted
DLP214	Colin Wyatt	Object					Proforma 8	Response as Proforma 8
DLP214	Colin Wyatt	Object					Proforma 11	Response as Proforma 11
DLP215	Emelia Spilsbury (age 7)	Object				Polesworth & Dordon	I am only 7 and worried. Need to talk to you about STOP THE BUILD. Know you don't want any more gossip but you need to understand how serious this is. Lots more people will scare the nature and little critters homes will be destroyed. I get people need more houses. My Nan and Grandad can't already go to doctors. Polesworth is a lovely place and making it busy is not acceptable. How will people walk their pets. It will look terrible. It looks nice without houses.	Objection noted
DLP216	Susan Cullley	Object			Infrastructure	Polesworth & Dordon	Insufficient infrastructure. Villages already at breaking point. Overspill in NW means others will not blight their natural areas. Traffic problems on Bridge Street, High Street, Station Road and Dordon Road. The Square needs traffic lights. Impact on B5000. Only one train per week. Dordon doctors not adequate. Polesworth surgery only open half the week. Issue of access to hospitals. Lack of adequate schools. More recreational space required. Green Belt countryside and wildlife lost forever. Already got Birch Coppice. Coupled with HS2 need to give up more green belt.	Objection noted
DLP216	Susan Cullley	Object				Polesworth & Dordon	Amended Draft Infrastructure Plan not detailed enough	Updated IDP has more detail but further detail will be added as more information becomes available.
DLP217	Mr & Mrs Hipkiss						Major traffic congestion throughout day which is worse at peak times. B5000 is a rat run especially when A5 is congested. Totally inadequate information on infrastructure. Current infrastructure is inadequate. Development of this size requires roads, railway station, schools, health practitioners, recreation, open spaces, car parking and community facilities. Should be provided in advance of housing. Polesworth and Dordon are very different and distinct settlements - historically no connection between them. Size of the developments drastic. Will result in a development greater than the population of Atherton or Coleshill. Land needs to be set aside for community facilities such as parks and leisure centres and shopping similar to Atherton and Coleshill. Health provision is overstretched. Land needed to deal with these increased demands. Damage / loss of natural habitats. Will remove significant amount of quality agricultural land. Nothing in the plan to mitigate loss of farmland or natural environment. Concerned at meaningful gap between NW and Staffs will be encroached upon by urban sprawl from Hopwas to Grendon. Poor public transport - very basic reaching only to Nuneaton and Lichfield without a change of service. Increased population will mean more traffic. Rail not a viable option. Welfare of people in our village being sacrificed not just for local housing but those from adjoining authorities - which may be exaggerated. Failure to spread development evenly across the Borough. Consideration should be given to new settlement as planning likely to get less opposition. Village not against more housing but not on this scale. Ageing population means proposals should reflect need for sheltered accommodation. Also young adults need access to affordable housing to stay in village. Homes vacated by older residents downsizing will help.	Issues noted
DLP218	Mr & Mrs Crockford							TO FOLLOW
DLP219	Simon							TO FOLLOW
DLP220	Gian Reading							TO FOLLOW
DLP221	Beverley Garratt							TO FOLLOW
DLP222	David Brookes							TO FOLLOW
DLP222	David Brookes						Proforma 22	Response as Proforma 22

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP223	Keith Luckman	Object				Allocations in Polesworth & Dordon	Public transport struggles with current population. Long Street and A5 already heavily congested. Dental & Doctor surgeries struggling to cope. Will additional adequate facilities be provided? Will STP be upgraded? Schooling another issue. Will Dordon and Polesworth stay as separate villages?	Proposals intend to address congestion and capacity issues through provision of Relief Road between A5 and B5000 and A5 improvements. IDP will refer to infrastructure needs and contributions expected to address service/infrastructure needs. Work is currently underway with health and education providers to identify, address and indicate delivery method for infrastructure and services generated by the development. 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.
DLP224	Scott Lamb							TO FOLLOW
DLP225	Barbara Lamb							TO FOLLOW
DLP226	Lynne Whitehouse	Object				Allocations in Polesworth & Dordon	Should be more discussions over options. Scale much greater than previous plan, considered unjustified, no published reasoning.	Noted
DLP226	Lynne Whitehouse	Object					Other options not properly considered.	Other options have been considered through the Growth Options Paper and accompanying Sustainability Appraisal.
DLP226	Lynne Whitehouse	Object					Proposed Plan not highlighted in property search in 2016 when moved, otherwise would not have moved to area.	Property Searches apply to property only unless additional questions have been asked by Solicitor. Plan published in
DLP227	Faith Bragger	Object					Allocation in and around Polesworth is not sustainable. Inadequate road network and infrastructure to cope with influx/increased population. Three small bridges unable to cope with increased traffic. Congestion occurs at schools and main service centres/shops area in square, particularly peak hours, which will be worsened. Also health services and school places at full capacity. No proposals to address these issues.	Concern 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 health and education authorities underway.
DLP227	Faith Bragger	Object				Land east of Polesworth & Dordon	Proforma 5 Polesworth lacks roads, amenities to sustain influx of people. Canal bridges unable to cope with increased traffic. Roads already busy and at peak times. No capacity/availability in Doctors/Dentists	Response as Proforma 5 Concern 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.
DLP228	Neil Bragger	Object			Alternative sites		New village more appropriate to accommodate amount of new housing proposed.	Noted. 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. Lead in time for establishing a "new settlement" would be too long to address current development needs. No change proposed.
DLP228	Neil Bragger	Object					Proforma 5 A5 will be expected to cope with 4000 additional vehicles. A5 is a busy single carriageway that cannot cope at moment and suffers from lengthy delays. Extension of Birch Coppice with thousands of further (or) traffic movements and development at Robey's Lane will result in A5 not coping with additional traffic.	Response as Proforma 5 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.
DLP229	Stephen Ridley	Object			Transport		Development of 2000 houses at Polesworth Dordon, 1500 at Robey's Lane and additional large storage units at Birch Coppice will cause gridlock at certain times of day. Highways England (HE) has neither money nor immediate plan to widen or re-route this stretch of A5. Council's response appears to be to do nothing and let it "break" as a means of forcing action by HE. Surely not appropriate way to plan and will ruin daily lives and impact on local and regional economy.	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 and will help inform Plan. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. No change proposed.
DLP229	Stephen Ridley	Object			Historic Environment	Land east of Polesworth & Dordon	Area contains two listed structures, the Monument at the Hoo and site of Dordon Hall medieval manor, part of history and ancient landscape of area.	Concerns 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. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. Further work is underway on Historic Environment and will help inform Plan. No change proposed
DLP229	Stephen Ridley	Object			Wildlife	Land east of Polesworth & Dordon	160 ha's are on green field sites with important wildlife and numerous protected species, including great crested newts, barn owls, lapwings, tree sparrows, fieldfare etc. And others listed together with assorted bat species and badgers. The area has an extremely varied, sustainable and healthy assortment of wildlife whose environment will be destroyed if the development is approved and cause species to decline further.	

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP229	Stephen Ridley	Object			Market Town status		Market town status is a planning term applied to enable more housing in area. There is no real town at all. The two villages have their own identity and should be considered independent.	Issues noted. 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. The Structure Plan notes that "Warwickshire has no pre-eminent centre and is essentially made up of a small number of main towns - Nuneaton, Rugby, Leamington, Bedworth, Warwick, Kenilworth, Stratford-upon-Avon, Atherstone and the settlements of Polesworth and Dordon - and then a far larger number of relatively small market towns and villages which are predominantly rural in character." This clearly links the two settlements and classifies them as a main town in effect. Prior to the Structure Plan the close relationship between the two settlements in Planning terms was recognised by the Polesworth and Dordon Local Plan Brief in 1984 and Local Plan in 1989. The Plan links the two settlements with a continuous development boundary and notes in para 4.19 that "the built up area of Dordon is an indistinguishable continuation of Polesworth southwards".
DLP229	Stephen Ridley	Object			Alternative sites		Council failed to consider alternative sites. Sites identified on basis of landowner willingness to sell. Site identification purely about money. Land has numerous issues such as past mining, pollution etc. Alternative sites to consider include Daw Mill Colliery, Meaningful Gap. Latter has recently lost appeals which reduce its relevance. Location next to M42 and A5 means it does not face same highway problems of proposed site. and would connect to Robey's Lane site also. New Village should be considered as more appropriate as area proposed (160ha) is over the size required for new town (150ha). A new village would have everything thought out including infrastructure and Daw Mill could be suitable location for this.	Concern noted. 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. 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.
DLP230	Davina Ridley	Object			Scale	Land east of Polesworth & Dordon	Object to 2000 homes between Dordon and Polesworth. Scale much greater than previous plan proposals. Act of proportion with scale of our villages. Effectively creates a "new town" but without infrastructure that an actual New Town would command. Will fragment and isolate the communities without a sense of belonging. Result will be two villages joined and loss of rural aspect. Villages individual characteristics will be eroded by huge build. Will cause lack of integration between Old Polesworth/Dordon and the "New Town" creating disharmony within our community.	Issues noted. 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. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and relationship of development with existing built area/settlements. Board Report will address some of these issues.
DLP230	Davina Ridley	Object			Impact on landscape, heritage and wildlife	Land east of Polesworth & Dordon	Site has attractive landscape including Hollies Wood, ancient woodland, home to many endangered and at risk species, including Wood Anemones and English Bluebells. On a high for stands Dordon Hall, Grade II Listed, a significant part of North Warwickshire history, part of a former small hamlet. Information on history submitted in support. Proposed development will destroy setting of listed building. Obelisk at Hoo also Grade II listed monument and site of Iron Age settlement. History supported.	Issues 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. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. 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 settings and will help inform Plan. No change proposed.
DLP230	Davina Ridley	Object			Loss of Open Space, green field amenity		Impact on popular "monastic walk" and "Coffin Walk". All of Polesworth and Dordon's Commons are within proposal area and will be diminished in nature despite claims development will include 'green space'.	Concerns noted. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walks/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. No current public right exists to use all this area.
DLP230	Davina Ridley	Object			Impact of Development at Robey's Lane		Loss of Appeal site within Meaningful Gap reduces policy safeguard. Subsequent application by Hallam Land Management includes further land in Meaningful Gap. Potential for huge volume of traffic onto B5000. Unclear as to whether new estate will be part of Polesworth/Dordon town or more linked to Stoneyside/Hamworth and services in Staffordshire. Polesworth will be stuck between two new towns, the Robey's Lane development "Alvecote Place" and the development to the east of Polesworth/Dordon which will have a detrimental effect upon the villages.	Issues noted. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough, which is maintained. Board report will cover Meaningful Gap and refer to this issue in more detail. 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. No further change proposed.
DLP230	Davina Ridley	Object			Alternative Sites		No alternative options provided to meet housing requirements. The Appeal decision in Meaningful Gap and development allowed such as the Old Ambulance Station make this Gap meaningless. Land in this area has been offered previously, is not attractive or utilised by large numbers of the community. Land between Tamworth and Polesworth already earmarked for development will have less impact than current allocation east of Polesworth and Dordon. Alternative route for traffic to access AS1M42 by opening up closed off road, Dark Lane, between Robey's Lane and Kinsall Green Garage on A5, or a new road through the Meaningful Gap could serve Alvecote Place/Robey's Lane development and development in the meaningful gap. Prefer option for a New Town at Daw Mill linked to rail network and planned as one development rather than piecemeal 'tag on' to existing settlements under pressure.	Issues noted. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough, which is maintained. Board report will cover Meaningful Gap and refer to this issue in more detail. 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. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP230	Davina Ridley	Object			Traffic Congestion		Concern over current congestion between Black Swan/Grendon Roundabout and Core 42 Traffic light Junction on A5. Additional stage/phase at Birch Coppice will increase volume of HGV's and employees cars on this stretch. Traffic has also increased on narrow country lanes between Polesworth and Dordon, daily and especially at peak hours or when incidents on A5 occur. HGV use of these lanes is increasing despite speed restrictions, nature and lack of footpaths. Unsuitable volume of traffic posing hazard to pedestrian use. Peak times Polesworth village, Polesworth school and Bridge Street are at standstill. Impact of 2000 homes at Polesworth and Dordon and 2600 at Robeys Lane will be horrendous.	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.
DLP230	Davina Ridley	Object			Infrastructure		No visual masterplan for land east of Polesworth and Dordon. No schools proposed just extension of existing provision. New senior school would require 5000 homes. Health service provision also sketchy. Delivery of development relies on "critical" factors such as A5 improvement scheme and relief road from A5 to B5003. This would create an alternate A5 "shortcut" delivering traffic onto congested village streets across the canal bridges on B5000.	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.
DLP230	Davina Ridley	Object			Site Suitability		Site includes former Orchard Coal Sorting yard, terrrain has huge volume of contaminants in it and numerous spoil heaps and drift mine or deep mine entrances/shafts close to boundary with Duns Lane. Large part of site is brownfield. More polluted areas have been woodland on. Previously development precluded due to huge expense to remove contaminants and make safe mine workings. Green field area between Duns Lane and Polesworth is attractive and utilised by community, partly created by Open cast mine workings which Taylor Wimpey found costly to pile drive, lay raft foundations and remove debris from site. Similar difficulties will effect site. Concerns over contaminant release once greenfield sites opened up again. Disruption to local residents from noise, pollution and potential hazardous waste. OS Coal Authority Map indicates area includes old open cast workings noted as "Development Risk" which preclude disturbance of this land and suggest instead utilize as a park. Currently used for grazing and adjacent to Ancient Woodland which is protected. Site therefore unsuitable due to loss of amenity to community, loss of habitat to protected and endangered species, increased traffic congestion through villages and A5, risk of exposure to harmful toxins during development, negative impact on setting of a listed building and monument, lack of infrastructure to support community during and after development.	Concerns Noted. Master Plan for proposal will look at opportunity to create or improve access to open space such as around Hoo Hill and woodland areas, green infrastructure and walks/cycle ways as part of proposal. PROW's will be retained as appropriate. Opportunities to walk, cycle and access countryside will be maintained. Note, no current public right exists to use all this area. Site proposal falls within an identified Coal Authority high risk area, where there are hazards that are likely to affect a new development and requires a coal mining risk assessment from the Coal Authority, who have been consulted as part of the Local Plan process. Much of settlements of Polesworth and Dordon already fall within this area. Council are aware of risk which need to be assessed and addressed by development proposals. Ground conditions assessments are underway or have been undertaken. Impact on natural environment will be addressed through on-site specific or off-site works via compensatory measures such as Biodiversity offsetting contributions. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. Further work is underway on Historic Environment and will help inform Plan.
DLP231	M Sargent	Object				Polesworth & Dordon	Plan for housing has more than doubled since 2014 to cover housing from Birmingham, Tamworth, Coventry. Not fair to people of North Warwickshire as infrastructure is poor compared to these areas. Plan should not provide housing for Birmingham.	Issues noted. Agreement made as part of Duty to Co-operate. North Warwickshire falls wholly within Birmingham HMA. Unfortunately the surrounding urban areas require assistance in delivering housing.
DLP231	M Sargent				Infrastructure		No ambulance station. No hospital within area, both George Eliot and Robert Peel which cover this area are under threat. M42 only just coping and needs 3 lanes. A5 needs upgrade and dualling from M42 to Altherstone. No supermarkets or retail park in North Warwickshire.	Issues noted
DLP231	M Sargent				IDP		IDP is not complete and is in start up phase. Marked as a 'wish list' but it needs to be what we get.	Issues noted. The IDP for the Plan provides detail on infrastructure needs and delivery. This is a continual process. Ongoing discussions underway with services, infrastructure providers and agencies to identify funding sources, opportunities and timing where necessary. Further work on the IDP is in progress and will be addressed in the Board Report.
DLP231	M Sargent				Altherstone Regeneration		Plan should look again at Altherstone as the area for all housing to be built and for a retail park. This would provide much needed "regeneration" and attract people to town to shop and visit. Would also stop destruction of villages like Polesworth and Dordon that have less infrastructure.	Issues noted. Preferred strategy/approach was to target main settlements and service villages outside of Green Belt, along with sites close to adjoining major settlements where shortfalls arising. No change proposed.
DLP232	Sandra Gillett	Object			Housing Development	Polesworth & Dordon	The proposed number of homes planned for villages of Dordon and Polesworth is wholly unacceptable. The figure proposed is ludicrous and insupportable with sustaining quality of life in area. North Warwickshire is a rural community and such a large development will destroy character of village environment, diminish the fabric of the community itself which takes decades to create. Understand need to create new homes on a smaller more manageable scale, area needs further bungalow housing for elderly, more affordable homes for locals but no way so many new properties can be justified. North Warwickshire does not have a shortage reflective of this number. The figure is being foisted on us by other Boroughs overspill. Scheme will have a serious detrimental impact on existing residents. Will be impossible to absorb high number of new residents. Insufficient amenities and inadequate infrastructure available to cope. Do not support statement made by officer at Dordon Village Hall meeting that number of homes is "nothing to do with NWBC but will have to be built whatever the opposition to it" and we should have common sense to say no to proposals.	Issues noted. Current National Green Belt constraints limit options for spreading development across Borough; hence focus on the area outside Green Belt. Agreement to accommodate shortfalls made as part of Duty to Co-operate. OAHN, Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. North Warwickshire falls wholly within Birmingham/Coventry HMAs. OAHN based on evidence including 2015 SHMA that Warwick DC Inspector recently accepts and considers to be based on reasonable and soundly based assumptions. When appropriate Borough have challenged Government Policy but once policy is in-force difficult to challenge. No change proposed.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP232	Sandra Gillett	Object			Traffic		Traffic congestion already dreadful and main and rural roads have reached saturation point with local traffic tripling in number due to continued growth of Birch Coppice, which is set to become worse with new phases. The 6000+ jobs created generates same number of private vehicles notwithstanding hundreds more commercial and associated vehicles. A5 barely passable every day. M42 is a constant traffic jam and A4087 Kingsbury Road equally blocked during peak times. To propose adding more traffic is either grossly ignorant of facts, stupid or does not care. Also additional new homes being built out in surrounding villages and Altherstone. Rural roads already blighted with too much traffic heading to A5 or M42 adding more cars to mix. Has an air quality study been undertaken? NWBC seems to be seeking to increase air pollution.	Concerns noted. 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. 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. Further infrastructure will be delivered through financial contributions and highway authority investment to address any issues arising, where necessary and appropriate.
DLP232	Sandra Gillett	Object			HS2 Impact		North Warwickshire to be hardest hit by HS2 impact so should not be caving in to further pressures and accepting every ludicrous Government requirement irrespective of detrimental impact it will have on residents.	Issues noted. OAHN. Duty to Co-operate and scale of shortfall in adjoining authorities has driven the Plan and need. 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.
DLP233	R Kind	Object			Housing Development	Polesworth & Dordon	Accept need for more affordable housing but believe current proposals are unworkable and alternative solutions needed.	Issues noted
DLP233	R Kind	Object			Meaningful Gap		Reconsider Meaningful Gap and Green Belt. The "meaningful gap" will be maintained by the M42, the High Pressure Gas Pipeline and HS2 (eventually).	Issues noted. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough. No change proposed. Board report will cover Meaningful Gap and refer to this issue in more detail.
DLP233	R Kind	Object			New Village		Create a new village on the Daw Mill Colliery site. Using a brownfield site with good rail access to Birmingham, Nuneaton and Leicester, create a new station 'Daw Mill Parkway'. Good access to motorway network at Coleshill.	Issues noted. 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. Daw Mill lies within Green Belt. Lead in time for establishing a "new settlement" would be too long to address current Development needs. No change proposed
DLP233	R Kind				New site	Polesworth	New site off A5. Allow development opposite Birch Coppice industrial estate, with advantages of housing Birch Employees, enable an access point onto an existing major junction at a point on the A5 with least congestion. The new road (linking to Birchmoor Road) will provide alternative to Long Street and serve Polesworth and Dordon. extent of development would be constrained by gas pipeline.	Issues noted. Area falls within Meaningful Gap. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough. No change proposed. Board report will cover Meaningful Gap and refer to this issue in more detail.
DLP233	R Kind				New site	Polesworth	New site off Station Road, Polesworth, next to railway station. Enables good access to Birmingham by re-instating southbound platform and footbridge/tunnel. Include car park for commuters. Will be restricted in area by floodplain. Proposal fits with Government guidelines relating to increased use of rail network and deregulation of green belt land.	Issues noted. Access issues through Polesworth Square/Station Road and across WCML and flood risk constrain site. WCML separates site from settlement proper.
DLP234	Fleur Fernando			LP39		Allocations in Polesworth & Dordon	Proposal is too much too soon. Village identity will be desecrated. Insufficient infrastructure for so many houses and families, will be detrimental locally.	Issues noted
DLP234	Fleur Fernando				IDP		Disappointed that no plans to re-open Polesworth Station. Need footbridge, parking and access for a regular service. Not sustainable or good for environment for road network to accommodate all the added pressure. Local network overstretched and in poor repair, often gridlocked particularly at school times and exacerbated by flooding. Outstanding schools are full. Local GP's and George Eliot hospital cannot cope with current patient levels notwithstanding increase. No new money for health service. Polesworth & Dordon only have retained the ambulance services.	Issues noted
DLP235	Bradley Hollis	Object				Allocations in Polesworth & Dordon	Scale of build, 2000 homes does not represent a fair or realistic amount for Dordon/Polesworth. Combined impact with development at Tamworth's Golf Course site is immense. I am aware of need for housing but do not believe site in Dordon/Polesworth is suitable alongside woodland, hedgerows and wildlife. Government encouraging us to get outdoors (for health), but Plan proposing to take away areas we can access without driving, which does not make sense. Will there be an environmental report published before build, will it involve Woodland Trust. Bluebell woods will be destroyed by impact of homes so close. To impact on so many people's lives on this scale is unfair.	Issues noted
DLP235	Bradley Hollis	Object		LP40	Employment Developments	Dordon	Industrial units being built at Dordon are an eyesore and resulting in less movement on roads. A5 and M42 impacted by more lorries and Long Street movement delayed by sheer volume of traffic blocking the roundabout onto A5. Proposal at Altherstone plus new build and proposed road at Dordon and further industrial sites the A5 & M42 will be gridlocked, and must be at 'critical' level already. Concerned over amount of accidents that have occurred due to sheer volume of traffic.	Issues noted

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DLP235	Bradley Hollis	Object			HS2		Impact of HS2 in combination with proposed developments in Polesworth/Dordon is impacting on our well being and parents now considering need to relocate away from their 'forever' home. 1200 housing site adjoining Tamworth to our left plus HS2 and 2200 houses to our right will result in pollution, noise and disturbance. Increase in construction vehicles along B5000 and increased traffic for new homes may impact on ancient bridges. The government advises Councils to consider the impact of HS2 on communities before any house building is done in those areas yet we are getting both, please reconsider.	Issues noted
DLP235	Bradley Hollis	Object			Birmingham/Coverity overspill		A proportion of houses are for Birmingham/Coverity overspill but not all brownfield sites in these areas have been considered. We should not agree to destroy more countryside until all brownfield sites are developed.	Issues noted
DLP235	Bradley Hollis	Object			New "Garden Village"		Reconsider allocation of a "Garden Village" approach which Government are promoting. Will help keep Polesworth and Dordon's identity and let others experience village life in a new garden village.	Issues noted
DLP236	Claire Clark	Object			Scale		Scale of development will change landscape of villages. Loss of Green Space future generations will not see or experience. Developments (housing and employment) will double size of the villages and is completely out of proportion. Resulting in Dordon & Polesworth becoming a concrete jungle. Good for those who live close enough to walk/bicycle to work, problem for majority who travel further afield to work.	Issues noted
DLP236	Claire Clark	Object			Infrastructure		Inadequate information on infrastructure required, including what, when and how it will be delivered. Current schools at capacity. Development of this size will require significant additional infrastructure, better road/transport links, health and dental care facilities, open space and playing fields, shops and community facilities. None of this is outlined in Draft Plan.	Issues noted
DLP236	Claire Clark	Object			Traffic & Transport		Development will create traffic pressure on already busy roads, A5, B5000, M42, with increase in traffic from new houses and employment developments at Birch Coppice. Traffic pressure will halt Long Street and New Street. Development over 10 years will increase noise in local area and noise through increased traffic for all future. Council are unable to cope with current road maintenance without more additional roads. Travel into Birmingham will be compromised due to increased pressure on parking at Tamworth Station. Journey times will be increased with increased traffic on the B5000. HS2 will also have an impact, but unsure whether these have been taken into account by the Plan.	Issues noted
DLP236	Claire Clark	Object			Natural Environment & Countryside		Loss of significant area of open countryside, harmful to local wildlife and habitats. Woodland and ancient trees cannot be replaced. Little comfort to say woodland will be protected as nearby development could still damage root systems. Also, will woodland be accessible to all residents or just those who live in close proximity.	Issues noted
DLP236	Claire Clark	Object			Alternative Options	Land east of Polesworth & Dordon	Withdraw Plan and consider alternative options including garden village elsewhere in North Warwickshire. Have all brownfield sites been considered? Old Daw Mill colliery would make great housing development site, rather than an industrial land given the state of surrounding country roads. Plan needs to ensure location of proposed development is best place before committing to it, as future generations will never get these green spaces back.	Issues noted
DLP237	Phillip Clark	Object			Traffic	Land east of Polesworth & Dordon	Development will create traffic pressure on already busy roads, A5, B5000, M42, with increase in traffic from new houses and employment developments at Birch Coppice. Traffic pressure will halt Long Street and New Street. Development over 10 years will increase noise in local area and noise through increased traffic for all future. Council are unable to cope with current road maintenance without more additional roads.	Issues noted
DLP237	Phillip Clark	Object			Scale	Land east of Polesworth & Dordon	Scale of development will change landscape of villages. Loss of Green Space future generations will not see or experience. Developments (housing and employment) will double size of the villages and is completely out of proportion. Resulting in Dordon & Polesworth becoming a concrete jungle. Good for those who live close enough to walk/bicycle to work, problem for majority who travel further afield to work.	Issues noted
DLP237	Phillip Clark	Object			Infrastructure	Land east of Polesworth & Dordon	Inadequate information on infrastructure required, including what, when and how it will be delivered. Current schools at capacity. Development of this size will require significant additional infrastructure, better road/transport links, health and dental care facilities, open space and playing fields, shops and community facilities. None of this is outlined in Draft Plan.	Issues noted
DLP237	Phillip Clark	Object			Natural Environment	Land east of Polesworth & Dordon	Loss of significant area of open countryside, harmful to local wildlife and habitats. Woodland and ancient trees cannot be replaced. Little comfort to say woodland will be protected as nearby development could still damage root systems. Also, will woodland be accessible to all residents or just those who live in close proximity.	Issues noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP237	Phillip Clark				Alternative Options	Land east of Polesworth & Dordon	Withdraw Plan and consider alternative options including garden village elsewhere in North Warwickshire. Have all brownfield sites been considered? Old Daw Mill colliery would make great housing development site, rather than a industrial land given the state of surrounding country roads. Plan needs to ensure location of proposed development is best place before committing to it, as future generations will never get these green spaces back.	Issues noted
DLP238	Mrs S Geary	Object					Object to scale of housing. Village infrastructure cannot sustain such huge amounts of housing. Doctors will not be able to cope and are not coping now. Schools currently full. Long Street is a nightmare, accidents will increase with increase in car and hgv traffic. Also old canal and railway bridges on B5000 in Polesworth are an issue. Why not build a new village out of our area if need such high quantities, for Birmingham City Council.	Issues noted
DLP238	Mrs S Geary	Object					Proforma 15	Response as Proforma 15
DLP239	Mr B Finch	Object		LP1-40			Roads. Public services will not cope. Make villages into a town. Loss of valuable green space and community spirit.	Issues noted
DLP239	Mr B Finch	Object		LP39		Allocations in Polesworth & Dordon	Too many. We need extra housing but not on scale proposed, killing our community for corporate greed.	Issues noted
DLP239	Mr B Finch	Object		LP40	Employment allocations		Only low paid warehousing.	Issues noted
DLP239	Mr B Finch	Object		IDP			A5 overstretched, full of HGV's from local business parks. Schools and Doctors full. How will these cope with 2000 houses and 10000 vehicles.	Issues noted
DLP240	Glyn Beck	Object			Scale of Development	Allocations in Polesworth & Dordon	Sheer number of dwellings proposed within area will be detrimental to both villages and residents. Scale of build will completely change the character of the village, access to amenities and quality of life. Loss of open land will deliver urban sprawl reminiscent of Birmingham overspill which changed Tamworth to its detriment. Sheer scale with lack of infrastructure put in place makes proposals untenable.	Issues noted
DLP240	Glyn Beck	Object			Traffic Issues		Concern over volume of traffic generated. B5000 and main roads through villages already busy. Road from A5 through Dordon (Long Street) often impassable and dangerous. Proposals will lead to further congestion, pollution and accidents.	Issues noted
DLP240	Glyn Beck	Object			Environmental Impact		Local wildlife and health of local people will suffer including loss of Bluebell Wood.	Ancient woodland is being retained with a 50m buffer around it.
DLP241	Elaine Trehame	Object			The Local Plan	Land east of Polesworth & Dordon	Object to plan, particularly the new site for 2000 homes east of Polesworth & Dordon. Concerned that the Council has not properly considered the implications for the residents of Polesworth and Dordon, resulting in a doubling of population, change to the character of the villages, impact on quality of life. The increases in population will transform the 'villages' into a small town with insufficient facilities. Present overstretched infrastructure is inadequate for the new developments, schools, health facilities, open spaces, doctors, dentists and shops.	Objection noted.
DLP241	Elaine Trehame				Transport	Land east of Polesworth & Dordon	B5000, Long street and A5 already congested. Extra cars will cause greater air pollution and road wear. Need new roads. Public transport to surrounding employment areas is poor. Council has not properly consulted on how the nature of these neighbourhoods will deteriorate. Urge consideration of other options away from established communities.	Issues noted
DLP242	Paula Nichols	Object			The Local Plan		The plan provides no evidence of increase in local transportation, education or health services. Unable to register at local dentist and no afternoon/evening appointments available at GP's. Road infrastructure ill equipped to sustain traffic increases. Wildlife and green spaces lost on site and in adjacent areas due to building disturbance will take decades to recover.	Noted. IDP identifies infrastructure needs and opportunities to address shortfalls through developer contributions and funding of services via public investment. Strategic transport assessment will highlight road improvements necessary and Council, County Council and Highways England will actively seek funding routes to address highway improvement requirements needed. Biodiversity Offsetting and developer contributions and on site remediation will help address wildlife and ecological impacts.
DLP242	Paula Nichols	Object		LP1-40			The Council needs to rethink all policies.	Disagree. The Policies address the Planning Policy requirements set out in the Governments National Planning Policy Framework and addressing the responsibility of producing a Borough wide Local Plan.

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REF	NAME	Support/ Object	PAGE/ PARAGRAP H	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP242	Paula Nichols	Object		LP39			With current building towards Grendon on B5000 there is no need for this level of build. Agreement to accommodate Birmingham shortfall is ill conceived. No consideration to current residents or the impact on area in terms of strain on services and increase in pollution for those with breathing issues.	Disagree. The Borough Council have a responsibility to meet and provide for their housing requirements based on an "Objectively Assessed Need". The Borough Council have to comply with the "Duty to Cooperate" and discuss whether any shortfalls in adjoining authorities can and should be accommodated in North Warwickshire, particularly where we fall within the relevant housing Market Area. Infrastructure is a key issue which will be addressed through both developer led and statutory authority or agency led funding for service/infrastructure delivery.
DLP242	Paula Nichols	Object		LP40			No specific reasons given	Noted. No response considered necessary.
DLP242	Paula Nichols	Object		IDP			No specific reasons given	Noted. No response considered necessary.
DLP242	Paula Nichols	Object		SA			No specific reasons given	Noted. No response considered necessary.
DLP243	Stedah Thompson	Object					I and no one else wants so many houses built in Polesworth and Dordon. Funding removed from Polesworth College, where will extra children go to school. No right to destroy countryside when there are enough brownfield sites to build on.	The Borough Council have a responsibility to meet and provide for their housing requirements based on an "Objectively Assessed Need". Funding for education needs will be met by the developer and Education Authority. There are insufficient brownfield sites within the Borough to deliver the housing need, resulting in the necessity to allocate greenfield, countryside sites. Where impacts are significant compensatory measures will be sought.
DLP244	The Polesworth Society					Allocations in Polesworth & Dordon	Building of so many houses in Polesworth & Dordon will cause traffic, access and safety problems from massive increase in vehicular movements. Traffic congestion already along B5000, Polesworth, Long Street, Dordon and A5 Trunk Road, damaging health from pollution. Polesworth is a natural bowl which collects 'settling' pollution from surrounding major roads.	Objections noted
DLP244	The Polesworth Society					Allocations in Polesworth & Dordon	Approval of development would create precedent making further development difficult to object to. Local infrastructure not adequate to service the proposed development. Proposal encourages piecemeal development that would prevent proper development of area. Plan contains no detailed information about infrastructure required, what will be delivered or how it will be funded. Proposal will require significant additional infrastructure road/transport links, educational, health, dental care, open space playing fields, shops, car parking and community facilities that must be put in place or discussed before development is allowed to avoid massive pressure on overstretched services.	Issues noted
DLP244	The Polesworth Society				Environment	Allocations in Polesworth & Dordon	Insufficient protected areas of woodland and landscaped areas identified. Site contains monument at Hao, marker for Little Jims Cottage which need to be protected and preserved. Plan does not contain provision for mitigating damage to natural environment and significant loss of trees. Cumulative effect of proposed development will have even more adverse impact on area.	Issues noted
DLP244	The Polesworth Society				Green Belt	Allocations in Polesworth & Dordon	North Warwickshire is approximately 60% Green Belt. High housing allocation from neighbouring Council areas is unrealistic and out of proportion to the 40% of non green belt area remaining. Consider re-designating low value farming and scrub land parts of Green Belt to make them easier to develop.	Issues noted
DLP244	The Polesworth Society					Allocations in Polesworth & Dordon	Negative impact of amalgamation of two distinct villages and environments. Individual character of each village will be lost. Never been linked this way before and have totally different identities. Scale of proposed development is out of proportion to size of either village. The limited shopping, leisure and community facilities do not compare with other towns in North Warwickshire. Atherton and Coleshill, with much greater facilities transport links and services spread over a much larger area than available in Polesworth. Schools and health provision cannot cope with current numbers and large influx of people will push them beyond breaking point.	Issues noted
DLP244	The Polesworth Society					Allocations in Polesworth & Dordon	Polesworth facilities make it a village. The development would need to allocate land for supermarket, school and medical centre and provide more parking spaces to facilitate use.	Issues noted
DLP244	The Polesworth Society				Meaningful Gap	Allocations in Polesworth & Dordon	The meaningful gap has already been breached by Appeal at J10 of M42. Also if land at Robeys Lane is approved there will not be need for so many houses to be built on allocations in the Plan. This area could provide alternative site with access to A5, bounded by Birchmoor Road, Polesworth School and Birchwood Avenue, down to A5 and over as far as Birchmoor Farm. This area would significantly accommodate the number of houses required and have an access that does not encourage commuting vehicles to go through either village.	Issues noted
DLP244	The Polesworth Society				Access to Green Space	Allocations in Polesworth & Dordon	The development would remove ability for people to access current green spaces protected by two village communities and is part of an ancient landscape that will be lost.	Issues noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP244	The Polesworth Society					Allocations in Polesworth & Dordon	The low employment potential in the areas would encourage/increase commuters onto road and not encourage integration with current residents. There are poor public transport links to employment in Birmingham, Nuneaton, Coventry and Tamworth. The Council does not appear to have considered alternative locations with better transport links and new employment.	Issues noted
DLP244	The Polesworth Society				Flooding	Allocations in Polesworth & Dordon	Polesworth floods on a regular basis. Run off accumulates at Grendon Road. Any addition to hard surface areas will inevitably increase flooding risk despite measures put in place. Sewage impact from flooding. Current sewerage facilities capacity is inadequate and will not cope with numbers of houses proposed in Plan.	Issues noted
DLP244	The Polesworth Society				Housing in neighbouring areas	Allocations in Polesworth & Dordon	Concerns over housing allocations proposed by neighbouring areas. Is a need for independent scrutiny of both Coventry and Birmingham numbers. Govt recently released White Paper on need for standard methodology. If independent scrutiny applied the number of houses required over/cross borders will be much reduced relieving need to build so many in this area.	Issues noted
DLP244	The Polesworth Society				New Town alternative	Allocations in Polesworth & Dordon	Allocation of land between the two villages will double the number of houses in the two villages and thought should be given to a new town/village in North Warwickshire as an alternative. This would have the correct infrastructure, roads, access, medical facilities, shops, car parks, public toilets and possibly rail links. If this is not done the numbers of houses required should be shared out with other villages and towns throughout the non-greenbelt areas of the Borough, not all put in one place to the detriment of two villages Polesworth & Dordon.	Issues noted
DLP244	The Polesworth Society				Elderly housing	Allocations in Polesworth & Dordon	To address increasing elderly population the Council needs to assess their needs when and ensure these are met before plans put in place. All new developments should include or be wholly made up of bungalow or apartment accommodation to enable older people to downsize whilst staying in their village or community. This frees up family housing. Each development should also have some affordable housing to enable those born and brought up in the village housing opportunity and choice to buy.	Issues noted
DLP245	Matthew James	Object				DOR26 site	Object to using land at DOR26, plan should find alternative areas for housing. Object to the proposed high volume of low quality houses. Should provide large, comfortable, low running cost houses providing good quality of life and low running costs. Houses should not be low cost small which results in overcrowding, generating traffic, pollution and congestion. A maximum number per acre should be applied. research into more appropriate flat sites for larger more sustainable housing required. Provide a broad mix of very high end properties with large plots and renewable energy.	Issues noted. No details of quality or design of houses yet established or submitted. Plan aims to provide good quality housing serving range of needs, types and tenures, including affordable. Master Plan for site and Development Management policies will address these issues at application stage.
DLP245	Matthew James	Object				DOR26 site	Site is steep and requires major ground works. Potential pollution and loss of wildlife impact from new road.	Issues 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.
DLP245	Matthew James	Object			Environment		Coal lies just below surface of site. Development on unstable land with coal below is careless and dangerous. Flat stable sites should be considered first.	Concerns noted. Site proposal falls within an identified Coal Authority high risk area, where there are hazards that are likely to affect a new development and requires a coal mining risk assessment from the Coal Authority, who have been consulted as part of the Local Plan process. Much of settlements of Polesworth and Dordon already fall within this area. Council are aware of risk which needs to be assessed and addressed by development proposals at application stage and ground conditions assessments are underway or have been undertaken. Note from submission and assessment documents that where Coal Authority do not raise objections, "This does not mean that the coal authority have given their approval to construction of these proposed new houses upon this high risk area, just that the area would not be viable to mine the coal reserves in this area ". Assessments also note whether any resource identified is economically viable to extract.
DLP245	Matthew James	Object			Environment		Potential harmful, toxic, greenhouse coal gas may be released into environment and properties by development of site. Risk of this gas impacting on children. Surface needs treatment to protect against this coal gas.	Concerns noted. See response above. As with Radon Gas, coal/potential methane gas emissions can be addressed through appropriate Building regulation requirements at application stage. Developer is responsible for ensuring development is compliant with Building Regs and addresses any ground condition risks adequately. No changes proposed.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP245	Matthew James	Object			Infrastructure		Lack of schools in area, currently oversubscribed. New schools at all levels required. Lack of shopping amenities will generate additional car travel. Proposal should include new mixed local shops. Lack of public transport services to support increase in population. New public transport and new train station services should be included in the proposal. Expansion of Athertonstone, which has infrastructure, should be considered first.	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. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and relationship of development with existing built areas/settlements. No change proposed.
DLP245	Matthew James	Object			Wildlife		Wildlife impact. Areas proposed in Plan have rich and diverse wildlife, including wild bluebells, red squirrels, newts etc.... Note some of land is to be left for wildlife but scope of plan should include retention of all wildlife in the proposed area. Potential loss of ancient woodland and veteran oak trees. Scope of plan should include retention of all trees in the area.	Concerns 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. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals.
DLP245	Matthew James	Object			Access to site		Access to the site via A5 will be an accident blackspot. Need to site housing in a much less used area. Scope of plan should include dual carriageway and roundabout (on A5) without removing trees and wildlife. Access via A5 would also be an area of high pollution from HGV's and increase congestion/standing traffic generating more pollution and health risk. Scope of plan should include prevention of build-up of congestion on A5.	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.
DLP245	Matthew James	Object			Meaningful Gap		Meaningful Gap should be considered for housing and access road joining M42 island with B5000 at Hermitage Farm. Scope of plan should include using meaningful gap for housing and a link road.	Issues noted. Maintenance of a Strategic Gap between Tamworth and Dordon/Polesworth has been a long term Policy aim of Borough. Board report will cover Meaningful Gap and refer to this issue in more detail. No further change proposed.
DLP245	Matthew James	Object			Site Choice		Allocating land on borders of Staffordshire will not serve inhabitants of North Warwickshire. May result in border change with Polesworth and Dordon being absorbed by Staffordshire. More logical to build new residential property closer to centre of Borough.	Issues noted. Revised settlement category 2 aims to support delivery of housing in sustainable locations close to adjoining major settlements where shortfalls exist (Tamworth/Birmingham). Centre of Borough constrained by Green Belt and no specific sites have been submitted/proposed by landowner/developer of sufficient scale to address needs. Current National Green Belt constraints limit options for spreading development across Borough, hence focus on the area outside Green Belt. Infrastructure and servicing a stand alone central site would also be significant and lead in time for establishing a "new settlement" would be too long to address current Development needs. No change issues noted
DLP246	Polesworth & Dordon Parish Council	Object		LP1-LP40	Overall Housing Requirement		The overall housing requirement (9070) is more than twice the level set in the current North Warwickshire Core Strategy. This substantial change has not been clearly justified or assessed in sustainability terms. The annual rate (462 per year) is 158% higher than the rate contained in the Core Strategy which was only adopted two years ago. This is a radically different level of growth. 40% from aspirational housing requirement and 60% for shortfalls from Coventry and Birmingham. The evidence base supporting the draft plan contains no rationale for these decisions, it is not clear what (if any) alternatives have been considered and there appears to be no sustainability assessment to demonstrate that the approach being followed is the most appropriate. The provision to meet Birmingham's needs appears to have been agreed in isolation and without regard to any wider strategy for meeting Birmingham's shortfall. Birmingham HMA is large, including Southern Staffordshire, the Black Country, Solihull, Northern Worcestershire and parts of South Warwickshire. Many of these areas have better public transport links to Birmingham and stronger commuting flows than does North Warwickshire. It is therefore unclear that the level of provision being proposed for North Warwickshire is the most appropriate. The aspirational housing requirement of 9070 has not been clearly justified. Further consideration should be given to it, including a proper assessment of alternative levels of growth.	

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP246	Polesworth & Dordon Parish Council	Object		LP1- LP40	Failure to consider alternative strategies		<p>The Council has not adequately considered whether alternative strategies to the approach set out in the Core Strategy might be more appropriate and sustainable. The new category 2 in the Plan strategy does not relate to settlements within the Borough; rather it enables the allocation for new housing for adjoining neighbouring cities/towns. It is not clear how the Council has come to the conclusion that this is the most appropriate strategy for distributing the additional housing requirement. The evidence base supporting the draft plan contains no analysis or assessment of possible alternative strategies. Road and public transport links to Birmingham and Coventry are inferior from Polesworth/Dordon than from many other locations within the Borough. Serious consideration should have been given to alternative strategies for the distribution of growth which would aim to relate it more closely to the main sources of demand. This assessment does not appear to have been undertaken.</p> <p>Even within the chosen strategy it is not easy to understand why the amount of additional housing allocated to Polesworth/Dordon is higher than to the other two category 1 settlements. Both of these settlements have better local services, in particular shopping and public transport, than Polesworth/Dordon. The Borough Council's LDF Sub-Committee did consider a report looking at alternative distribution options at its meeting of 25th April. This report contained a brief analysis of a number of alternative approaches, but did not identify a preferred approach. It is difficult to reconcile the conclusions from the Growth Options report with the strategy included in the draft Local Plan, which is effectively to concentrate development in and around the main settlements outside the Green Belt. The new SA published Feb 2017 fails to clarify the position. The Parish Council considers that the Borough Council has failed to give full and proper consideration to alternative growth strategies and has failed to consult on alternatives. In so far as it has considered alternatives, the outcome of the assessment does not appear to support the strategy actually included in the draft plan.</p>	Issues noted
DLP246	Polesworth & Dordon Parish Council	Object		LP39	Suitability and Sustainability of the Proposed Site	Land east of Polesworth & Dordon	<p>The proposed site is not a suitable or sustainable location for new housing on this scale, because of inadequate transport infrastructure, impact on the landscape and wildlife sites and impact on the character of Polesworth which has limited local service provision. Although designated as a 'market town' Polesworth has only a limited range of local services. There are no supermarkets, so residents need to travel elsewhere (Altherstone or Tamworth) for their main food shopping. Polesworth is in effect a large village rather than a market town like Altherstone or Colesthill. Historic patterns of growth have led it to merge with the separate village of Dordon which has even fewer local facilities. Both Polesworth and Dordon have a distinct character and strong local communities. The proposed development will dramatically increase the population of the two settlements. Polesworth/Dordon will effectively become a small town, but without the scale of local facilities that would normally be expected in a settlement of this size and with little prospect these will be provided. The distinctive character of the existing settlements will be lost. There is limited availability of public transport generating more traffic movements. This is inherently undesirable from a sustainability perspective. There are no direct links by public transport to Birmingham and it is to be expected that there will be a significant increase in resulting car journeys. The main roads serving the development are already subject to severe congestion. A new junction will be required on this congested section of the A5 between junction 10 of the M42 and the M69. Existing congestion problems will be made worse unless major improvements are undertaken. No information has been provided to indicate what is proposed or how this will be funded. There are also congestion issues on the B5000 link to Tamworth. Improving this road appears difficult because of existing narrow bridges. No details of any enhancement proposals have currently been provided. A further 1200 houses at Robey's Lane, adjacent to Tamworth will also add further to traffic flows on the B5000.</p> <p>The proposed site is not a suitable on this scale, because of impact on the landscape and wildlife sites and impact on the character of Polesworth. The site has a varied topography and contains many trees and is generally well screened, but the construction of the new distributor road will inevitably impact on this. Hoo Hill is a prominent landscape feature at the north east and this easterly area of the site is predominantly farmland, is more open and less well screened and includes a significant area of woodland known as the Hollies and Dordon Hall, an attractive grade 2 listed building. The eastern parts of the site are exposed and visible from some distance, and the eastern boundary is weak, so that subsequent pressure for even further expansion is likely. The setting of Dordon Hall will be compromised and the impact on the landscape will be significant. The site contains two Sites of Importance for Nature Conservation, one of which is an area of ancient woodland. It is unclear what measures will be taken to protect these. The woodland will be surrounded by the housing development, and it is hard to see how its current value could be maintained. There is therefore likely to be an adverse impact on the biodiversity of the area.</p>	Issues noted
DLP246	Polesworth & Dordon Parish Council			LP39	Ecological/Environmental and landscape impact	Land east of Polesworth & Dordon		Issues noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP246	Polesworth & Dordon Parish Council	Object	IDP	LP39	Deliverability	Land east of Polesworth & Dordon	It is not clear that the site is deliverable. The Infrastructure Delivery Plan does not provide full details of the infrastructure which will be required to enable the development of this site to proceed satisfactorily. It is clear that there will be substantial infrastructure requirements, and apart from education there are no costings for the majority of these requirements. This creates a major uncertainty and casts real doubt on whether this proposal is actually viable. The Borough Council recognises this in the MOU with Birmingham City Council, under which North Warwickshire has agreed to plan for 3,790 homes to meet Birmingham's needs, indicating this is dependent on "the provision of and timely delivery of infrastructure." If this site is allocated without these issues being resolved, there is a risk that development will proceed without the ability to deliver essential infrastructure at the appropriate time. This would be wholly unacceptable.	Issues noted
DLP246	Polesworth & Dordon Parish Council	Object			Conclusions	Land east of Polesworth & Dordon	The Draft North Warwickshire Local Plan proposes a much higher level of new housing than the recently adopted Core Strategy. This results from decisions to locate a significant amount of new housing in North Warwickshire to help meet shortfalls in supply in Coventry and Birmingham. While it is clearly reasonable for the Borough to make some contribution to this shortfall, there is no clear rationale for the scale of provision proposed, particularly in the case of Birmingham where there is no comprehensive agreement on how the shortfall will be met across the Birmingham Housing Market Area, and there has been no sustainability assessment of the approach. The strategy for distributing this much higher level of housing remains essentially unchanged from the adopted Core Strategy, despite the increase in numbers and the fact that much of the increased demand results from pressures from outside the Borough. Alternative approaches do not appear to have been seriously considered even though a Sustainability Appraisal of alternative options appears to conclude that there are other options which perform better than the chosen approach. There has been no consultation on alternative options. The application of this strategic approach results in a large housing allocation to the east of Polesworth/Dordon. This location is not sustainable because of the limited range of local facilities available in the existing settlement and the limited public transport connections. This will result in the new housing area being heavily car dependant and will undermine the existing character of the two settlements. In addition there will be significant impacts on traffic flows on the A5 and B5000, with currently no information on how these will be addressed. The development will also be damaging in landscape terms and will impact on areas of biodiversity importance including an area of ancient woodland. It is clear that significant infrastructure improvements will be required to enable this development to proceed, but currently there is no costing of these. There are therefore significant uncertainties over whether the proposal is actually deliverable. For all the above reasons the Parish Councils consider that these proposals should be withdrawn and there should be a full and proper consideration of potential options.	Issues noted
DLP246	Polesworth & Dordon Parish Council			LP40			Same response as above. Object to the proposal for a minimum of 2,000 dwellings on land to the east of Polesworth and Dordon. The overall housing requirement is more than twice the level set in the current North Warwickshire Core Strategy. This very substantial change has not been clearly justified or assessed in sustainability terms. The Council has not adequately considered whether alternative strategies might be more appropriate and sustainable.	Issues noted
DLP247	Richard Oak	Object			Housing requirement		Same as PC response for Dordon	Issues noted
DLP247	Richard Oak	Object			Alternative Strategies or Options		Same as PC response for Dordon	Issues noted
DLP247	Richard Oak	Object		LP1 - LP 40			Same as PC response for Dordon	Issues noted
DLP247	Richard Oak	Object		LP39		Land east of Polesworth & Dordon	Object to the proposal for a minimum of 2,000 dwellings on land to the east of Polesworth and Dordon. The overall housing requirement is more than twice the level set in the current North Warwickshire Core Strategy. This very substantial change has not been clearly justified or assessed in sustainability terms. The Council has not adequately considered whether alternative strategies might be more appropriate and sustainable.	Issues noted

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP247	Richard Oak	Object			Suitability and Sustainability of the proposed site.	Land east of Polesworth & Dordon	Although designated as a 'market town' Polesworth has a limited range of local services. Polesworth is in effect a large village rather than a market town like Altherstone or Coleshill. Historic patterns of growth have led it to merge with the separate village of Dordon which has even fewer local facilities. Both Polesworth and Dordon have a distinct character and strong local communities. The proposed development will dramatically increase the population of the two settlements. Polesworth/Dordon will effectively become a small town, but without the scale of local facilities that would normally be expected in a settlement of this size and with little prospect that these will be provided. This will generate increased travel and commuting resulting in a "dormitory" town, the distinctive character of the existing settlements will be lost. Unsustainable in transport terms due to limited public transport and lack of services, retail facilities. Main roads serving the development are already subject to severe congestion. Major improvements are necessary and may be difficult due to narrow bridges. No details of enhancement proposals or funding details have been provided.	Issues noted
DLP247	Richard Oak	Object			Landscape Impact	Land east of Polesworth & Dordon	Same as PC response for Polesworth/Dordon	Issues noted
DLP247	Richard Oak	Object	IDP		Deliverability	Land east of Polesworth & Dordon	The Infrastructure Delivery Plan does not provide full details of the infrastructure which will be required to enable the development of this site to proceed satisfactorily. It is clear that there will be substantial infrastructure requirements (list provided). There are no costings for the majority of these requirements. The Parish Councils are concerned that if these issues are not resolved, there is a risk that development will proceed without the ability to deliver essential infrastructure at the appropriate time, which is wholly unacceptable.	Issues noted
DLP247	Richard Oak			LP40			Same as PC response for Polesworth/Dordon	Issues noted
DLP248	Peter Archer	Object					Profoma 8	Response as Profoma 8
DLP248	Peter Archer	Object					Profoma 11	Response as Profoma 11
DLP248	Wuanita & Nigel Turner	Object				Allocations in Polesworth & Dordon	Profoma 8	Response as Profoma 8
DLP248	Wuanita & Nigel Turner	Object				Allocations in Polesworth & Dordon	Profoma 11	Response as Profoma 11
DLP249	Wuanita & Nigel Turner	Object				Allocations in Polesworth & Dordon	Profoma 12	Response as Profoma 12
DLP250	S & W Gwilliam	Object				Land east of Polesworth & Dordon	Profoma 2	Response as Profoma 2
DLP250	S & W Gwilliam	Object				Land east of Polesworth & Dordon	Profoma 5	Response as Profoma 5
DLP251	Kenneth King	Support		LP14			Will help protect woods and wildlife at rear of Church Road, providing an effective screen and blanket from traffic noise on the A5.	Noted. Policy LP14 is not specific to the A5 but seeks to protect, conserve and enhance the natural environment and landscape throughout the Borough.
DLP251	Kenneth King	Object		LP39		Land east of Polesworth & Dordon	Recognise need for more housing, however proposals for villages are over the top and out of context with rest of North Warwickshire proposals. Will be unable to cope with additional burden on resources and road capacity. Extra traffic from new housing will mean access down Long Street to A5 will be impossible.	Issues noted
DLP251	Kenneth King	Object		LP40		Land west of Birch Coppice, Dordon & Land/Playing fields south of A5, Dordon	Birch Coppice Employment site already causes congestion on A5 which will be exacerbated by proposals and lead to gridlock. Loss of countryside and views to Wood End. Latest units are a monstrosity, blocking everything out. Dordon has sufficient employment allocations and don't need additional.	Issues noted
DLP251	Kenneth King	Object				Land east of Polesworth & Dordon	Loss of mature woodland and loss impact on residential amenity. Unfair allocation, land available elsewhere in Borough. Will destroy village life. Will gridlock traffic. Schools and health services will not cope. Green Space and open countryside will disappear. Private Developers and County Council will not fund all the infrastructure needed for the development. Plan will impact everyone living in area. Retain a clear buffer between rear gardens off Church Road and new build/development. Leave woodland in place to protect existing amenity.	Objection noted.
DLP252	J.S. Heatherley						Profoma 5	Response as Profoma 5
DLP252	J.S. Heatherley						Profoma 8	Response as Profoma 8
DLP253	Rachel Randall						Profoma 6	Response as Profoma 6

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP253	Rachel Randall							
DLP254	Jacqueline Sullivan							Response as Proforma 11
DLP254	Jacqueline Sullivan							Response as Proforma 6
DLP255	Stephen Cufforth							Response as Proforma 13
DLP255	Stephen Cufforth							Response as Proforma 8
DLP255	Stephen Cufforth							Response as Proforma 17
DLP256	Ruth Cufforth							Response as Proforma 2
DLP256	Ruth Cufforth							Response as Proforma 17
DLP257	Janet Byrne							Response as Proforma 2
DLP257	Janet Byrne							Response as Proforma 14
DLP258	B Pointon							Response as Proforma 8
DLP258	B Pointon							Response as Proforma 7
DLP259	Michael & Martene Houghton							Response as Proforma 10
DLP259	Michael & Martene Houghton							Response as Proforma 5
DLP260	Susan E Sharpé							Response as Proforma 12
DLP261	Mrs Edwards							Response as Proforma 10
DLP261	Mrs Edwards							Response as Proforma 11
DLP262	Scott Wilson							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. The Structure Plan notes that "Warwickshire has no pre-eminent centre and is essentially made up of a small number of main towns - Nuneaton, Rugby, Leamington, Bedworth, Warwick, Kenilworth, Stratford-upon-Avon, Atherton and the settlements of Polesworth and Dordon - and then a far larger number of relatively small market towns and villages which are predominantly rural in character." This clearly links the two settlements and classifies them as a main town in effect. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and relationship of development with existing built areas/settlements.
DLP262	Scott Wilson				Infrastructure		Roads will not be able to cope, Long Street, Whitehouse Road, A5, B5000, M42.	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. No change proposed.
DLP262	Scott Wilson				Environment		Impact on wildlife and loss of countryside.	Concern 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.
DLP262	Scott Wilson				Infrastructure		Schools, Doctors and emergency services will be put under pressure.	Concern Noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report will address some of these issues. Further infrastructure will be delivered through financial contributions and local or health authority investment to address any issues arising, where necessary and appropriate. Ongoing discussions with health and education authorities underway.

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REF	NAME	Support / Object	PAGE / PARAGRAPH	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP263	Mrs C Wilson						Proposal will take away identity as two separate villages.	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. The Structure Plan notes that "Warwickshire has no pre-eminent centre and is essentially made up of a small number of main towns - Nuneaton, Rugby, Leamington, Bedworth, Warwick, Kenilworth, Stratford-upon-Avon, Altherstone and the settlements of Polesworth and Dordon - and then a far larger number of relatively small market towns and villages which are predominantly rural in character." This clearly links the two settlements and classifies them as a main town in effect. Required Master Plan for proposal will look at opportunity to create or improve community/service centre and relationship of development with existing built areas/settlements.
DLP263	Mrs C Wilson				Infrastructure		Traffic increase a major problem, Long Street, Whitehouse Road, A5, J10/M42. Pollution will increase drastically impacting peoples health.	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. No change proposed.
DLP263	Mrs C Wilson				Environment		Impact on wildlife and loss of countryside.	Concern 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.
DLP263	Mrs C Wilson						Schools, Doctors and emergency services will struggle to cope.	Concern Noted. Infrastructure is a key issue that is being addressed through the IDP. Board Report will address some of these issues. Further infrastructure will be delivered through financial contributions and local or health authority investment to address any issues arising, where necessary and appropriate. Ongoing discussions with health and education authorities underway.
DLP264	Shelley Wilson						Profoma 16	Response as Profoma 16
DLP265	Gary Clark						Profoma 6	Response as Profoma 6
DLP265	Gary Clark						Profoma 12	Response as Profoma 12
DLP265	Gary Clark					Polesworth and Dordon proposals	Protection of Dordon and Polesworth visual, historic and archaeological qualities are supported by Plan policies. Permission should be refused for poor design that fails to improve character and quality of are.	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. Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. Design issues will be addressed by both the Master Plan for the site and Development Management Policies in the plan at planning application stages. No change proposed.
DLP265	Gary Clark					Polesworth and Dordon proposals	No Neighbourhood Plan. Parish should be given opportunity to develop one before this Plan.	Borough Plan has responsibility to produce a Local Plan to address current development needs. In absence of a Plan 5 yr housing supply and sites will be driven by developers and appeals. Plan does not prevent Neighbourhood Plan coming forward. No change proposed.
DLP265	Gary Clark					Polesworth and Dordon proposals	Allocation will ruin the character and overwhelm the villages. Siting of development is ill-considered, on a greenfield site used by villagers and tourists for recreation and walking dogs. Would diminish the striking views.	Scale and size of development sites proposed considered appropriate to the settlement position in the strategic hierarchy. No current public rights to use land to east. FROW's, Hoo Hill and woodland areas to be retained and managed as part of site Master plan proposals. No automatic right to maintain views but Master Plan will address Landscape impact and visual impact, where appropriate. No change proposed.
DLP265	Gary Clark	Object		LP39		Polesworth and Dordon proposals	Traffic increase a major problem, Long Street, A5, J10/M42. Congestion and air pollution will be added to by HS2. Plan does not include any clear infrastructure to overcome these concerns.	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. No change proposed.

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REF	NAME	Support/ Object	PAGE/ PARAGRAP H	POLICY NUMBER	ITEM	Site	COMMENTS	Proposed Response
DLP265	Gary Clark	Object				Polesworth and Dordon proposals	Scale of build out of proportion to size of village. Individual character of villages will be lost. Green space taken from us and loss of significant area of countryside, jeopardising ancient woodland.	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. 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. Impact on ecology and natural environment will be addressed through compensatory measures such as Biodiversity offsetting contributions. Proposals will include areas of habitat retained and conserved as Local wildlife sites. Hoo Hill and woodland areas to be retained and managed as part of site Master Plan proposals.
DLP265	Gary Clark	Object				Polesworth and Dordon proposals	No detail of infrastructure required. Health, dental and education services overstretched. No indication of increased facilities or who will pay for them.	Concern 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.
DLP265	Gary Clark	Object				Polesworth and Dordon proposals	Build will increase flooding issues in Polesworth through loss of trees and increase in impermeable surfaces.	Concern 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. Sustainable Urban Drainage systems and water storage measures will be required where necessary/appropriate. The IDP for the Plan provides detail on Infrastructure needs and delivery.
DLP265	Gary Clark	Object				Alternative Options	Have all brownfield sites been considered here and in Birmingham. Suggest Daw Mill.	Concern noted. Many brownfield sites are in unsustainable locations or Green Belt with limited or no infrastructure and services. Where available and deliverable brownfield sites will contribute but there are insufficient to address the level of housing and employment need.