

North Warwickshire Local Plan

Draft Submission

October 2017

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NOTE:

Please note after each policy there are two boxes. The first box identifies which Strategic Objective or Objectives the policy is specially addressing. The second box cross-references the new policy to where it has come from:

<i>Document</i>	<i>Abbreviation</i>	<i>Policy Number / Reference (examples)</i>
Saved policy from the 2006 Local Plan	2006 LP	HSG1
adopted Core Strategy	CS	NW1
Draft Site Allocations Plan	SAP	SR1
Draft Development Management Plan	DM	10

Once this Plan has been adopted this second box will be deleted.

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Schedule of Changes

Core Strategy Policy	Policy Title	Draft Local Plan 2016	Local Plan Policy Number
NW1	Sustainable Development	Combined with NW12 and NW22	LP1
NW2	Settlement Hierarchy	Amended with new category of development area Categories 3A and 3B combined	LP2
NW3	Green Belt		LP3
NW4	Housing Development		Chapter 8
NW5	Split of Housing	Deleted – allocations made so no need for policy	-
NW6	Affordable	Taken out reference to 10 or less units	LP9
NW7	Gypsy & Travellers	Incorporated into amount of development new policy	LP10
NW8	Gypsy & Travellers Site	No change	Lp10
NW9	Employment		Lp11
NW10	Development Considerations	Changes following recommendations from Draft DM Plan consultation	LP31
NW11	Renewable Energy & Energy Efficiency		LP37
NW12	Quality of Development	Moved to follow Sustainable Development	LP1
NW13	Natural Environment		LP14
NW14	Historic Environment		LP15
NW15	Nature Conservation		LP16
NW16	Green Infrastructure		LP17
NW17	Economic Regeneration		Chapter 9. LP11
NW18	Atherstone		Chapter 11
NW19	Polesworth & Dordon	The Meaningful Gap paragraph is put into a stand along policy	LP5
NW20	Services & Facilities		Chapter 11
NW21	Transport	Expanded into a number of other polices	Chapter 12
NW22	Infrastructure	Combined with NW1	LP1

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	DRAFT DEVELOPMENT MANAGEMENT POLICIES	How incorporated into new Local Plan
DM1	Agricultural and Rural Enterprise Housing	LP2
DM2	Green Belt Considerations	LP3, LP4
DM3	Employment Sites	LP12
DM4	Existing Employment Land	LP11
DM5	Development Matters	LP20,LP31, LP35,LP36
DM6	Built Form	LP32, LP33
DM7	New Agricultural, Forestry and Equestrian Buildings	LP34
DM8	New Landscape Features	LP14
DM9	Landscaping Proposals	LP14
DM10	The Historic Environment	LP15
DM11	Rural Employment	LP13
DM12	The Meaningful Gap	LP5, LP21
DM13	Services and Facilities	LP22, LP23
DM14	Transport Considerations	LP25, LP26, LP27, LP28, LP29

Abbreviations

ATLAS	Advisory Team for Large Applications
CW HMA	Coventry & Warwickshire Housing Market Area
DCLG	Department of Communities & Local Government
GB & BC HMA	Greater Birmingham & Black Country Housing Market Area
HCA	Homes and Communities Agency (part of DCLG)
LNR	<u>Local Nature Reserve</u>
OAN	Objectively Assessed Need
ONS	Office of National Statistics
NIA	<u>Nature Improvement Area</u>
RSS	Regional Spatial Strategy
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
TBC	Tamworth Borough Council

Glossary

A Glossary of Key Words is included in Appendix A

Chapter 1 Introduction

- 1.1 Welcome to the new Local Plan for North Warwickshire.
- 1.2 The Local Plan takes forward the adopted Core Strategy with some changes and incorporates the site allocation and development management draft policies that have been out for consultation previously. Putting all the documents together in one place will make it easier to understand how development is managed and what policies should be taken in to consideration. There will also be Neighbourhood Plans which when ~~approved~~ made (adopted) will have policies that will impact on proposals. In addition from time to time the Borough Council may update parts of this plan rather than updating the entire document.

What is a Local Plan?

- 1.3 A Local Plan contains planning policies to guide the development and use of land, which affect the nature of places and how they function at a strategic level as well as providing detailed policies for individual sites and applications. The Core Strategy was adopted in 2014 and sought quality sustainable development in the right place at the right time. It looked forward to 2029. This Local Plan looks forward to 2031-2033 and continues the theme of sustainable development in the right place with the right infrastructure. The Local Plan also gives an indication of where and how development will take place beyond this time frame in order to ensure a continuous supply of land. It explains how much and what type of development there will be and where this will be located.
- 1.4 The policies within this Plan are interrelated and therefore the document should be read as a whole. It will replace the saved policies from the North Warwickshire Local Plan 2006 and the adopted Core Strategy. The National Planning Policy Framework (NPPF) sets the national context for this Plan. In addition the County Council prepares the Waste and Minerals Local Development Documents. The first of these documents sets out sites proposed for waste development whilst the second document will set out potential sites and areas of search for new mineral development. Together these plans make up the statutory planning framework for the Borough. All subsequent Local Plan documents as well as any Neighbourhood Plans or Neighbourhood Development Orders must be in conformity with the Development Plan and follow its approach. A number of Neighbourhood Plans are currently being prepared by Parish and Town Councils.
- 1.5 The Minerals Core Strategy will also define Mineral Safeguarding Areas (MSAs). North Warwickshire has a number of resources such as sand and gravel and coal. The North Warwickshire Coalfield covers a significant area of the Borough from Shuttington in the north-west to the boundary with Coventry to the south east. Some of the reserves identified within the coalfield are shallow and may be accessible by surface mining extraction methods. It will be necessary for non-mineral development proposed by this Local Plan to consider whether mineral resources should be extracted prior to development taking place in order to not needlessly sterilise mineral resources. The environmental and social impacts of such extractions will be important considerations. The Borough Council has concerns about the potential environmental, visual and amenity impacts of extractions. In particular before the Borough Council supports a scheme, it should be satisfied that the potential impact has been addressed and there are no viable, accessible reserves that may be sterilised or trigger the need to surface mine.

- 1.6 A Proposal Map Development Plan Document (known as the Proposals Map) sits alongside this Plan which will show the detailed geographical items. Supplementary Planning Documents (SPD) will be used, where necessary, to add more detail and give guidance on how the Council will implement specific policies.
- 1.7 The Local Plan has been shaped by consultation. Taking into account the consultations undertaken previously in relation to the Draft Site Allocations and Draft Development Management Plan as well as the Core Strategy this document shows the preferred option of allowing development of the appropriate size and scale in a variety of settlements, guided by the updated settlement hierarchy. The settlement hierarchy is based on an assessment of the services, facilities and sustainability of the various settlements within the Borough. This builds on work previously undertaken for the 2006 Local Plan and 2014 Core Strategy.

Duty to Co-operate

- 1.8 The Localism Act 2011 introduced a requirement for the Borough Council to co-operate with other local authorities as well as organisations and agencies to ensure the effective discussion of issues of common concern to develop sound plans. This Duty is an on-going process and does not stop with the production of a plan. The Borough Council has a proven track record in cooperating with neighbouring authorities in strategic planning matters and has been working with neighbouring authorities to consider their future development needs and if they can accommodate them. The Borough Council has reached an agreement on the amount of development that can be accommodated and an amount that potentially could be delivered if the appropriate infrastructure can be delivered with local authorities from the Coventry & Warwickshire area as well as the Greater Birmingham & Black Country area (including Tamworth). It is considered there is sufficient information to progress this Plan taking into account these needs and providing for them where possible within this Plan. The Borough Council continues to commit to working collaboratively with neighbouring authorities to objectively establish the scale and distribution of any emerging housing and employment shortfalls. In the event that work identifies a change in provision is needed in the Borough of North Warwickshire an early review of this Plan will be brought forward to address this.

Sustainability Appraisal

- 1.9 Sustainability Appraisals were prepared to accompany the Core Strategy as well as the Draft Site Allocations Plan and Draft Development Management Plan. A further Sustainability Appraisal to look at this comprehensive Plan has been undertaken to further assist with the progress of the Plan and where possible changes have been made to the Plan. However as development pressures increase it is important to recognise that not all development will be able to be accompanied with no adverse impacts so mitigation of those impacts will be very important considerations.

Chapter 2 Spatial Portrait

- 2.1 The Spatial Portrait gives the story of the Borough and the issues that it faces. It includes not just the traditional aspects related to land-use planning but it also includes other information/issues that have an impact on how land is used, such as, health, skills and training. All of this information provides an image of the Borough which then feeds into the strategic policies.
- 2.2 North Warwickshire is a rural Borough with over 50 settlements as shown on Map 1, covering 110 square miles/28,526 ha/285 km². The rural nature of the Borough is very important. This is created by the number of rivers – Blythe, Tame, Cole, Anker - Kingsbury Water Park and the canal system, as well as the number of other natural features and the predominantly mixed agricultural and woodland uses operating throughout the Borough. The Borough has an open rural character which is unique compared to many of the surrounding urban areas.
- 2.3 Settlements range in size from Atherstone, and Mancetter, with a population of 10,000 to small hamlets. Atherstone with Mancetter, Coleshill and Polesworth with Dordon are the three market towns and are important to the health of the surrounding rural economy as they provide many services and facilities to the outlying hinterland.
- 2.4 The Borough lies between Birmingham, Solihull, Tamworth, Coventry, Nuneaton and Hinckley, all of which are growing areas. Growth is expected to take place in the Borough in the plan period to assist with the need to provide housing for the Coventry & Warwickshire and the Greater Birmingham areas. In addition the Borough Council will continue its commitment to deliver 500 dwellings for Tamworth from the previous Core Strategy. There is an additional requirement in the Tamworth adopted Local Plan for a further 825 dwellings and 14 hectares of employment to be provided in North Warwickshire and Lichfield. The Borough therefore has pressure for growth from all around. This is not only in terms of land being sought in this Borough but in terms of the environmental implications of such growth. For example, traffic passing through the Borough especially along the A5.
- 2.5 The economy of the Borough, since the closure of the coal mines, has seen an increase in employment land, particularly logistics, but a decrease in manufacturing. Large brownfield sites, such as Hams Hall, Birch Coppice, and Kingsbury Link, have been used for development, mainly B8 (storage and distribution uses) the former two sites also benefit from intermodal rail freight interchanges. The Borough is the location for many national and international companies including Aldi, TNT, 3M, BMW, Sainsbury and Subaru. In 2012 it also became home to one of Ocado's national hubs.
- 2.6 There are a number of other older industrial estates in Atherstone, Mancetter, Arley and Coleshill that serve the local and sub-regional employment needs of the Borough comprising mostly of smaller companies. Over 90% of firms in the Borough employ 10 or less employees. Over 50% of workers commute into and out of the Borough. With companies locating in the Borough it is important for local people to have the necessary skills to take up the local job opportunities as well as having the skills to start up in business.
- 2.7 Major roads of national and regional significance pass through the Borough (M6, M6 Toll, A5, M42, and A446) and they form part of the Strategic Road Network. The A5 and A446 although part of this network, are not dual carriageway along their entire length and has speed limits as low as 40 mph in some parts. The Borough Council is

working with Warwickshire County Council, Leicestershire County Council, the Highways Agency from the East and West Midlands, as well as other local authorities along its route, to investigate the issues of growth and how improvements to the route can take place. A Strategy has been prepared for the A5 and the Borough Council will work with partners including the private sector to deal with issues along its route. The capacity of the A5 and A446 will be an on-going concern as major developments are taking place along its route mainly outside the Borough which may impact on how development takes place in the Borough. Such developments include the MIRA Technology Park and sustainable urban extensions in Hinckley & Bosworth and Birmingham; DIRFT in Daventry and Rugby; growth in Nuneaton & Bedworth; HS2 interchange station; UK Central; growth in Birmingham as well as growth in Tamworth, Lichfield and beyond.

- 2.8 Rail also plays an important role in the Borough with the Trent Valley line/ West Coast mainline and the Cross Country line. During 2008 a new station called Coleshill Parkway opened and services have been improved to Atherstone. There are two intermodal rail freight facilities at Hams Hall and Birch Coppice. The improvement of rails services and facilities will be a key issue if growth is going to be delivered.
- 2.9 In January 2012 the Secretary of State announced the route for the first phase of HS2 (High Speed Rail) between London and the West Midlands. This travels through the Borough northwards from the NEC along the Tame Valley up to Middleton and then on to Bassett's Pole. A route also comes out of and goes in to Birmingham to the south of Water Orton. The safeguarded route is shown on the Proposals Map. Work to construct this phase has commenced. The ~~next second~~ phase of the route to Leeds via the East Midlands and to Manchester was published in January 2013 ~~but and has also been not yet~~ safeguarded. The Leeds leg follows the route of the M42 from a junction near Lea Marston, past Polesworth and then heads towards Ashby. The full impact of the proposals will not be known for some time, but increased traffic, especially through the rural countryside close to the new railway station and monorail depot to the east of the M42 near to the NEC, is likely. The construction of the railway will be an enormous project which will impact the Borough for a number of years. HS2 Ltd has powers to stop development being built if it interferes with the construction programme of the line. This has to be a key consideration in terms of where development takes place within this Plan period.
- 2.9a Improved public transport connections will be extremely important to mitigate this impact as well as substantial landscaping and absorptive noise barriers along its route. Other mitigation measures, including community benefits will be needed and will be progressed through discussions with HS2 Ltd and the Department of Transport. There will be pressure for development expanding out of the new HS2 railway station at the NEC.
- 2.10 The Borough Council recognises that when HS2 takes place, it will impact on a number of properties. The Council will work with owners to mitigate the loss of properties wherever possible.
- 2.11 In addition to the above transport corridors there is 7km of the Birmingham & Fazeley Canal and 17km of the Coventry Canal within the Borough. The canal system has many uses from regeneration to tourism to being important biodiversity corridors. They are an important recreation and tourism resource.
- 2.12 There are three main airports close to the Borough boundary – Birmingham International, East Midlands and Coventry Airports. Implications on North

Warwickshire of any expansion plans for the airports will be considered particularly in relation to the increase in the amount of traffic. However the opportunities of improved access to jobs and services will also be exploited. Development within the Borough will need to consider the constraints imposed by their close proximity.

2.12a Individually the schemes and developments above will have an impact on the Borough but collectively it means that there is pressure from around the Borough. In terms of the Birmingham Airport there are expansion plans which may include a new runway. Their plans are in their infancy. In addition, UK Central and Arden Cross are being developed in the Solihull MBC area. Pressure on the western and southern boundaries are expected but cannot yet be quantified and thus mitigated.

- 2.13 The Borough's own objectively assessed housing need and the need to consider delivering further growth for neighbours means that growth is much greater than ever experienced in the Borough before. This will bring many challenges. In particular due to the rural nature of the Borough making quality places that are integrated into the existing fabric of settlements wherever possible will be important. Making settlements work will be just as important as delivering a specific site as this will lead to their long lasting success.
- 2.14 The Borough has historically been seen as a good place to be, particularly for logistics companies, due to its location. Broadening the employment base is very important to the Borough Council. MIRA Technology Park is directly adjacent to the Borough with access off the A5 in this Borough. Its primary focus is research and development. It provides the opportunity to extend the opportunities within the area. The Borough Council will work with partners to ensure that those living in North Warwickshire have the right opportunities, training and skills to take advantage of and access the additional jobs. The way that buildings will be built and integrated into the landscape and existing settlements will also be an important consideration too.
- 2.15 The Borough has a special and important natural environment shaped by its landscape and mining legacy. It has four major river corridors – the Tame, Blythe, Cole and Anker - and holds the largest and most important area of inter-connected wetlands in the sub-region along the Tame Valley. Cumulatively this area forms a migratory bird route of regional significance. The Borough also has notable concentrations of heathland, ancient woodlands and acid grasslands associated with post-industrial habitats, which are otherwise scarce within the county. The natural environment provides many vital ecosystem services to the Borough, such as natural flood defence, carbon sequestration and the maintenance of biodiversity and air quality. These services help to underpin the local economy and make a valuable contribution to the quality of life of its residents.
- 2.16 North Warwickshire has a high level of energy consumption with 61% being used by transport (particularly caused by the high levels of petroleum consumption), 25% by industrial uses and 13% by domestic (Source Quality of Life 2009 page 99).
- 2.17 With a number of mineral reserves within the Borough there are a number of quarries. Early consideration of beneficial after uses of mineral sites needs to be undertaken. Where development is proposed on land with mineral reserves consideration must be given to the extraction of the mineral before development takes place in accordance with national guidance. In terms of the coal reserves from the Northern Warwickshire Coalfield the Council will not support surface mining operations especially where it will have a direct effect on local residents and an adverse environmental impact.

- 2.18 North Warwickshire contains a number of major hazard sites and pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. There are therefore consultation zones for each major hazard site and pipeline. In determining whether or not to grant planning permission for a proposed development within these consultation zones, the Borough Council will consult the Health and Safety Executive to determine the risks for the proposed development.
- 2.19 As mentioned above the Borough of North Warwickshire is made up of a number of different settlements each with their own characteristics but sometimes showing similar issues. The County Council has prepared Locality Profiles for the Borough which divides the Borough into four areas to coincide with the Area Forum Boundaries.

Villages & Hamlets

- 2.20 There are a number of other settlements, without a development boundary, that do not have the same range of services and facilities but provide significantly to community life within the Borough. With the emphasis in the past for development to be targeted at the main settlements (Atherstone/ Mancetter and Polesworth/Dordon, as identified by the Warwickshire Structure Plan, 1989) it put the smaller villages in a difficult position in that they were losing services and facilities without the support of the planning policies, to recognise their importance to the rural nature of the Borough. Local requirements have changed as the residents of the countryside have changed, but there are many people who live in the smaller settlements and the countryside, who have difficulty accessing services/facilities and affordable housing. Local planning policies should allow for these needs to be catered for in a sensitive and innovative way. Such settlements include Ridge Lane, Middleton, Corley, Lea Marston and Furnace End.

Countryside

- 2.21 With the Borough covering over 110 square miles and with over 50 settlements ranging in size from the largest conjoined settlement of Atherstone and Mancetter having a population of 10,000 to places with a few houses, means that the countryside plays an important role in the Borough. Many small settlements do not have a development boundary but are important to the local communities. The countryside gives the rural context in which all other things operate. Its landscape is diverse and varied.
- 2.22 There are three major private estates of Packington, Blythe and Merevale, which have influenced the landscape of the Borough. Agriculture is a major influence on the character of the Borough.
- 2.23 Within the countryside there are 8 golf courses, including The Belfry and the Forest of Arden; major tourist attractions, such as Kingsbury Water Park; as well as more local facilities. A thriving rural economy is important to the Borough. However, a balance needs to be struck between allowing development that is appropriate in terms of scale and character, whilst protecting and emphasising the rural context of the Borough.

Chapter 3 Issues

- 3.1 It is clear that there are a number of cross cutting issues that have consistently been highlighted or raised throughout the development of this Plan. .
- 3.2 Access is an important issue in respect of both the physical means of accessing services and facilities, as well as accessing education, employment, debt/benefits advice/health services, leisure and recreation and housing provision and support. This issue is exacerbated by an increasing elderly population, higher than expected adverse health issues, cross cutting the generations (obesity/smoking/drinking/infant death rates) and increased fuel costs impacting on fuel poverty and transport costs. These raise major implications and potential pressures for future service needs and how to address the form and location of their provision and how those who need those services can access them
- [3.2a There are also strong links with the armed forces community, with approximately 63 00 forces veterans living within the Borough. This community faces a number of issues in terms of health, support services and housing and the Borough recognises this and is actively involved as a signatory to the Armed Forces Covenant.](#)
- 3.3 The Sustainable Community Strategy (SCS) recognises that with limited resources, partnership working needs to be more focussed in order to ensure delivery. This is not to say that other issues are less important to either individual organisations, or groups of organisations, which can be tackled outside of the SCS arena. It has therefore focussed on three priorities that it considers the North Warwickshire Community Partnership (the Local Strategic Partnership) as a whole can be effective at delivering results. These are:
1. Raising aspirations, educational attainment and skills
 2. Healthier Communities
 3. Transport, Access and Communications
- 3.4 In terms of the Local Plan the aim is to look at spatial linkages to these issues. For example there are clear links between issues of poor health, obesity and open space/recreation provision, education and the skills gap, rural transport and isolation and where the opportunities and needs are for seeking planning gain or financial contributions from any proposed commercial/housing developments.
- 3.5 The Borough has, is and will continue to look for ways of tackling these issues. This will be through a range of opportunities including, the LEADER programme, the Borough's Community Hubs, Section 106 contributions, as well as continuing to work with a range of partners from the public, private and voluntary sectors. The Local Plan can assist in ensuring a lasting legacy from any development that takes place.

Delivery of infrastructure

- 3.6 A further issue has also been identified which is connected to the above but is much broader and that is the delivery of infrastructure to ensure that developments work for both existing and future residents and businesses. The growth now being envisaged has brought this issue to the fore. This Plan seeks to ensure that the growth is considered comprehensively and not in a piecemeal way. Working with partners and our neighbours will be key to ensuring that infrastructure is achieved and delivered.

So what makes North Warwickshire unique?

- 3.7 In conclusion the list below summarises the key qualities that makes North Warwickshire unique:
1. Quality of its natural and historic environment. The Borough has a pleasant rural character distinct from its growing urban neighbours with a large number of natural and historic assets. There are 10 Conservation Areas, over 600 listed or Scheduled Ancient Monuments and buildings, as well as many wildlife and geological sites of varying designations.
 2. The Borough has a number of unique biodiversity habitats and species that are only or predominantly found in the Borough, such as heathland.
 3. Dispersed settlements. There are over 50 settlements within the Borough, ranging from Market Towns to small hamlets, each with a different character.
 4. Mix of architectural styles. Whilst there is no distinctive Borough-wide building style there are very local styles either in character or in form that leads to places being very different from one another.
 5. Former mining legacy. The Borough had a number of mines and there are still ex-mining communities in need of assistance, in particular with the standard of housing and access to skills, training and access to better health care.
 6. The Borough has some unique transport issues. It has national road and rail routes going through the Borough – M6, M6 (Toll), M42 and West Coast Mainline. The A5 itself is a unique part of the Borough. It is a road which is multi-functional, serving a national as well as a local requirement. High Speed Rail will bring with it its own unique issues. However access to jobs and training is still an issue.
 7. A range of major employers. The Borough is the location for national and regional headquarters of both national and international companies with two rail freight facilities, which is unusual for such a relatively small Borough. In addition the Borough is close to the Enterprise Zone at the MIRA Technology Park.

Chapter 4 Spatial Vision

4.1 This leads us to the Spatial Vision for the Local Plan. This Vision builds on the Community Strategy Vision and gives it a spatial dimension.

4.2 The Spatial Vision for the Borough is thus:

Rural North Warwickshire: a community of communities. A place where people want to live, work and visit, now and in the future, which meets the diverse needs of existing and future residents is sensitive to the local environment and contributes to a high quality of life. A place which is safe and inclusive, well planned, built and run and offers equality of opportunity and good services for all.

The rural character of North Warwickshire will be retained and reinforced to ensure that when entering the Borough it is distinctive from the surrounding urban areas.

The Borough will accommodate development in a balanced and sustainable way, placing a high priority on quality of life, ensuring the protection, restoration and enhancement of valuable natural and historic resources and providing the necessary supporting infrastructure.

New homes, new employment proposals, local services and community facilities will be integrated carefully into the Borough's existing areas respecting local distinctiveness. The majority of the development will be focused on the Market Towns and Local Service Centres.

Employment generation will benefit local residents and ensure long lasting benefits to the Borough, including improved skills, reducing out commuting and regeneration of industrial estates where appropriate.

Housing catering for the needs of residents will be provided in order to give choice of tenure and location and will be located to take advantage of good public transport accessibility and to help maintain and enhance the vitality and viability of settlements.

Existing communities will retain their distinctiveness and identity through good quality, inclusive design. New development will be designed to a high quality following urban design, sustainable development and construction principles and giving high importance to the public realm as well as good access and provision of Green Infrastructure, open space, sports and recreational facilities.

Important natural and historic areas and buildings help to create the distinctive character and identity of the Borough and its settlements are protected and enhanced.

Chapter 5 Strategic Objectives

5.1 The following table gives the Strategic Objectives for the Local Plan that flow out of the Spatial Vision and the National Planning Policy Framework in respect of its presumption in favour of sustainable development, with a short paragraph giving an outline of the sort of things they would cover. All of the objectives are interlinked and so should be read together. The Local Plan policies will flow from these. In addition, policies in other Development Plan Documents, including Neighbourhood Plans will also use these objectives.

1 To secure a sustainable pattern of development reflecting the rural character of the Borough

5.2 This will include giving priority to re-using previously developed land and buildings within Market Towns and Local Service Centres, recognising regeneration opportunities; as well as reducing the overall need to travel, limiting exposure to flood risk and protecting the Borough's environmental assets and rural character.

5.3 This will be achieved by:

- seeking the development of previously developed land
- concentrating the majority of development within existing settlements
- recognising regeneration opportunities
- protecting the local character and appearance of our settlements
- reducing the need to travel
- protecting community facilities and services
- improving access to those facilities
- limiting exposure to flood risk and other constraints
- protecting the Borough's environmental assets

2 To provide for the housing needs of the Borough

5.4 This will ensure there will be a sufficient supply and appropriate size, mix and tenure of housing to meet the identified requirements of residents

5.5 This will be achieved by:

- ensuring that the type of housing built reflects local requirements
- ensuring that housing requirements are delivered
- providing for affordable housing throughout the Borough
- enabling specialist housing needs, including for the elderly, to be met in appropriate locations
- improving infrastructure to support new development
- promoting the construction of energy efficient and sustainable homes
- promoting a high quality of design which reflects the local setting

3 To develop and grow the local economy for the benefit of local residents

5.6 This will be achieved by working in partnership with local businesses, landowners and developers to provide land and buildings; improve infrastructure to support economic development and by facilitating regeneration initiatives that capture local economic benefits for local residents' especially higher skills aspirations.

5.7 This will be achieved by:

- providing new employment land
- improving infrastructure to support new development

- facilitating regeneration initiatives
- enabling local economic opportunities to benefit local residents
- protecting existing employment uses of buildings and land
- managing change within town centres so as to strengthen their vitality
- managing sustainable tourism where there is an economic and community benefit
- reducing the need to travel
- reducing adverse environmental impacts

4 To maintain and improve the vitality of the Market Towns

5.8 This will be achieved by making the best use of land and buildings; facilitating regeneration and building on their historic strengths

5.9 This will be achieved by:

- making the best use of land and buildings
- using regeneration opportunities when they arise
- building on their historic strengths
- protecting a range of facilities and services
- protecting their conservation and heritage assets

5 To promote rural diversification

5.10 This will be achieved by supporting investment that maintains and extends services and facilities that directly benefit rural needs and maintains and enhances the environment.

5.11 This will be achieved by:

- supporting investment that maintains and extends services directly benefitting rural needs
- enabling appropriate farm diversification schemes
- encouraging appropriate re-use of rural buildings
- mitigating adverse environmental impacts

6 To deliver high quality developments based on sustainable and inclusive designs

5.12 This will raise the quality threshold of developments; promote sustainable construction practices including energy efficiency, recycling and addresses crime and safety issues

5.13 This will be achieved by:

- raising the quality of design in all developments
- promoting sustainable construction practice in all new developments including energy efficiency and the use of re-cycling
- promoting sustainable design which mitigates and adapts to climate change
- managing development so as to reflect the local character and appearance of our towns and villages
- limiting adverse impacts on bio-diversity and ecology assets
- providing and enhancing the provision of open and green spaces
- reducing the perception of crime
- reducing crime, anti-social behaviour and the perception of crime through the application of Secured by Design standards.
- reducing adverse impacts on neighbourhood amenity
- promoting sustainable water and drainage management

- reducing the impact of traffic on the environment
- reducing the impact of contaminated land

7 To protect and enhance the quality of the natural environment and conserve and enhance the historic environment across the Borough

5.14 This will be achieved through securing good sustainable design that addresses environmental issues, including flood risk and the creation and restoration of habitats, enhancing local distinctiveness and safeguarding important environmental, historic and archaeological assets

5.15 This will be achieved by:

- addressing adverse impacts arising from flood risk, contaminated land and other forms of pollution
- safe-guarding designated environmental. Historic and archaeological sites
- protecting and improving green infrastructure including wildlife habitats
- managing new development so as to integrate with its setting
- linking new development to the enhancement of the local natural and historic assets

8 To establish and maintain a network of accessible good quality Green Infrastructure, open spaces, sports and recreational facilities

5.16 This will promote well-being, social inclusion and community cohesion, in addition to both economic and environmental benefits

5.17 This will be achieved by:

- protecting existing and promoting community facilities
- providing and promoting healthy and safe ways to relax and play through the design and layout of new developments
- enhancing the overall well-being of the community
- linking new development to the enhancement of local facilities
- seeking sustainable design which minimises environmental impacts

9 To ensure the satisfactory provision of social and cultural facilities

5.18 This will secure the social and physical infrastructure necessary to improve the health, education, life-long learning and well-being, safety and security of all sectors of the community

5.19 This will be achieved by:

- securing opportunities to link new development to the provision of new facilities and services
- linking new development where appropriate, to the improvement of health, education and life-long learning
- maintaining and enhancing the availability of key services and facilities within communities
- securing access to these services and facilities

Chapter 6 Sustainable Development

- 6.1 When considering development proposals that accord with policies in the Local Plan, the National Planning Policy Framework is also a material consideration. As delivery of the Local Plan is very important to the Council it will take a positive approach that reflects the presumption in favour of sustainable development. The Borough Council will always work proactively with applicants and other stakeholders jointly to seek solutions which mean that proposals can be approved wherever possible, and to secure development which sustainably improves the economic, social and environmental conditions in North Warwickshire.
- 6.2 Planning applications that accord with the policies in this Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - Specific policies in that Framework indicate that development should be restricted.
- 6.3 Place making is a key part of considering development proposals and making them sustainable whatever their size. There are two overarching elements that make development proposals work for the long term. These are ensuring the development is of a quality that is long-lasting and that infrastructure is provided.

Quality of Development / Place

- 6.4 The quality of development is important and can be helped through early consideration of the development. This is particularly the case in considering the natural and historic environment and how this will be dealt with. Considering biodiversity at an early stage of the planning process will assist in building in beneficial features to aid biodiversity.
- 6.5 The Council will work with and look to developers to contribute effectively to maintaining and developing local Quality of Life and assisting in the delivery of the Sustainable Community Strategy, through high standards of development; the type and character of buildings and uses proposed and from measures of the type set out below:
- ensure that the impact of development on the social fabric of communities is considered and taken into account;
 - seek to reduce social inequalities;
 - address accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing (particularly affordable housing), education, shops, leisure and community facilities;
 - take into account the needs of all the community, including particular requirements relating to age, sex, ethnic background, religion, disability or income;
 - deliver safe, healthy and attractive places to live; and,
 - support the promotion of health and well-being by making provision for physical activity including walking and cycling.

- 6.6 In addition to delivering suitable forms of development in appropriate locations, a main objective of the Core Strategy was to promote high quality development at all times. This continues in this Local Plan and policies in this Plan are formulated with this objective in mind. Quality developments rely on a combination of factors including aesthetics of the buildings; how water is dealt with and how development fits within the landscape, both rural and urban. Other policies play an equal part in the achievement of quality developments such as how access is gained to a site and how cars and lorries are treated within a scheme. All are crucial in achieving high quality developments within the Borough and making places work.
- 6.7 The Design Council has developed the Building for Life (BfL)¹ standard, in conjunction with the Home Builders Federation and is supported by government as the standard for the design quality on new homes. BfL provides a means of ensuring new housing meet appropriate design standards; respect their setting and are sustainable, thus creating quality places.
- 6.8 The Borough Council will encourage the use of the BfL standard within new residential developments. It will look to promote Building for Life and where appropriate, offer specific guidance drawing on this initiative. Consequently, the aim is to ensure that all new housing developments achieve a good standard of design as defined by the BfL standard and serve the needs of the existing and future residents.
- 6.9 Ensuring high quality design across the commercial and industrial sector is equally as important. Many elements of the BfL standard apply to non-domestic buildings and the Council will seek that development achieves a good standard.
- 6.10 The Council recognises the importance of planning development to reduce the opportunity for crime, including terrorism. Whilst crime levels across the Borough are generally lower than other areas of the West Midlands, design should ensure such figures are maintained and further lowered where possible. The fear of crime especially at night is still an issue. The Borough Council will use the Secured by Design² principles, which are widely accepted to contribute to lowering crime rates.
- 6.11 North Warwickshire is made up of a number of communities and thus there are very differing styles. With the Borough having over 50 settlements it is important that the local distinctiveness is reflected in any developments. This is particularly important in settlements that for the settlement hierarchy have a co-joined settlement boundary. This does not detract from the fact that these places consider themselves separate with each having their unique identities.
- 6.12 The Landscape Character Appraisal and individual Settlement Appraisals have been carried out and will be developed further into Supplementary Planning Documents and should be used as the basis for creating locally distinctive proposals. The Landscape Character Assessment identified landscape sensitivity areas surrounding settlements and these will be used when assessing impacts from developments. The Borough Council has Design Champions and they will be used to promote and encourage local distinctiveness in new developments.
- 6.13 Development can adversely affect public rights of ways. The Borough Council wants to see access to the countryside maintained and improved. Therefore it wants to avoid any adverse effects on the current provision and where possible, see the expansion of public rights of way.

¹ Design Council 2015; Building For Life, <http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

² ACPO CPI, 1989; Secured by Design, www.securedbydesign.com

- 6.14 Planning applications should be submitted with evidence to show how the design, scale and layout match the historic pattern of the surrounding development, its built form, density and overall appearance.

Implementation and Infrastructure

- 6.15 The delivery of infrastructure at the right time and in the right place will be essential to the success and delivery of developments for this Local Plan. Infrastructure can range from the provision of services and facilities to the provision of the open spaces to the provision of emergency services and waste collection services serving new homes. Considerable importance is attached to the need to ensure that existing and future local communities in North Warwickshire have reasonable access to a range of services and facilities.:
- 6.16 A number of factors underpin the importance of planning agreements and Section 106 contributions in North Warwickshire:-
- The area is relatively remote with a small but dispersed population and this has an impact on the cost of service provision.
 - The Authority-Borough Council has a history of working in partnership with developers to secure and deliver local benefits through the Planning process.
 - The area does not benefit from any significant UK, regional nor EU regeneration regimes.
 - There are significant public concerns to ensure the impacts of development are mitigated.
 - Again, there is public concern to maintain the provision of local services that are vital to community life.
 - Limited Council resources reflecting a small and rural population.
- 6.17 These may be required by planning conditions or sought in the form of Planning Obligations in accordance with Circulars 11/95 and 05/05 respectively (or their successors) and the National Planning Policy Framework.
- 6.18 Alongside this Local Plan is an Infrastructure Delivery Plan. This sets out the known infrastructure requirements to accommodate the growth within the Borough. This will be updated on a regular basis. The Plan will feed in to a Community Infrastructure Levy (CIL) which is a new planning charge that came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 (now amended by the Community Infrastructure Levy (Amendment) Regulations 2011). The Borough Council will work with partners to develop a Community Infrastructure Levy charging schedule as well as seek alternative funding opportunities. Both S106 obligations and CIL will need to have regard to viability issues to ensure the level of levy set or obligations sought does not prevent the delivery of development in general.
- 6.19 The policies give a framework within which assessments of S106, CIL or other legal agreements will be made. These will be supplemented, where necessary, over time by further advice in the form of guidance notes and Supplementary Planning Documents.

Future Growth

- 6.20 The Borough Council recognises that the pressure for growth will extend beyond 2031-2033 and that this needs to be considered at an early stage. It will explore with partners and stakeholders options for future growth of the Borough beyond 2031-2033 to ensure options are explored and the required infrastructure is provided in a

timely manner. This will enable a wide range of options to be explored, ensure infrastructure and the funding of it will be provided accordingly and that places are created that are sustainable.

LP1 Sustainable Development

Planning applications that accord with the policies in this Plan (and where relevant, with other policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

1. Any adverse impacts of the proposal would significantly and demonstrably outweigh its benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
2. Specific policies in the Framework or other material consideration indicate that development should be restricted.

Quality of Development / Place

All development proposals must;

- provide the required infrastructure
- demonstrate a high quality of sustainable design that positively improve the individual settlement's character; appearance and environmental quality of an area;
- deter crime;
- sustain, conserve and enhance the historic environment
- provide, conserve and enhance biodiversity; and,
- create linkages between green spaces and wildlife corridors.

Development should protect the existing rights of way network and where possible contribute to its expansion and management.

Implementation and Infrastructure

The Local Plan's policies and proposals will be implemented by working in constructive partnership with funding agencies and service providers; by the grant or refusal of planning permission, and by the use of planning conditions and obligations, in order to secure the required infrastructure to ensure all developments are sustainable. There are some key priorities:

- Provision of affordable housing;
- Protection and enhancement of the environment and mitigation of the environmental impact of past and proposed development of land;
- Provision of necessary services, facilities and infrastructure to meet the demands of new development and communities to include health facilities, education facilities, emergency services facilities Green Infrastructure, open space, sports and recreation and transport; and,
- Provision of training and upskilling opportunities.

Delivery of Strategic Objectives: All

CS NW1, CS NW12, CS NW22

Chapter 7 Spatial Strategy

- 7.1 The Local Plan sets out the long term strategic policies and proposals. It identifies a Borough-wide pattern of development and sets out the sites to bring forward the required development.
- 7.2 The Spatial Strategy is a key component of the Local Plan for delivering a sustainable way of living and working and considering the appropriate distribution for development. It seeks to allow development to take place in a controlled pattern throughout the Borough. The pattern of development has been influenced by considering how the Borough functions, as well as the impact of surrounding cities and towns. Future development will take place in accordance to the size of the settlement taken, with its range of services and facilities and is influenced by considering if the settlement is in or outside of the Green Belt. This will mean that the majority of development will take place in the larger settlements, with more limited development in the smaller rural settlements and in particular those not in the Green Belt. This will benefit those who currently live, work and visit the Borough and future generations and ensure that development is directed to the most appropriate place.
- 7.3 This strategy moves forward the settlement hierarchy principles, which were introduced in the Local Plan 2006 and the adopted Core Strategy 2014. The Local Plan's approach is still to steer most development to the Main Towns and then in a cascade approach in other settlements with very little development towards the countryside. A limited amount of development is targeted to the smaller settlements which follow the recommendations of the Matthew Taylor Report which advocated more development in the rural areas, to assist in maintaining the vitality of the rural settlements.
- 7.4 The Matthew Taylor Review on the Rural Economy and Affordable Housing showed that historically, settlements can grow incrementally and this can help to maintain the balance between restraint and the continuing vitality of the settlements. In this Core Strategy this approach has been widened to consider the holistic development of services and facilities to help maintain and enhance thriving communities. The constant aim is to provide these in the most sustainable way, without it stimulating pressure on the countryside, in particular, the Green Belt to make suitable provision for development necessary to sustain rural communities, by focussing rural housing development and supporting facilities on a network of Local Service Centres, but with limited development provision in other smaller settlements, identified with a development boundary on the Proposals Map. Elsewhere, other than where specifically provided for in the Plan, development will be limited to that requisite for agriculture, forestry or other uses that can be shown to require a rural location.
- 7.5 The difficulty arises in determining how much development should be allowed in the smaller settlements, particularly as 60% of North Warwickshire is within the Green Belt. For example, it has been estimated to warrant an additional primary class that over 150 new dwellings would be required. In many locations this is not feasible when trying to balance the needs of the local community, the protection of the local environment, the character of the settlement/landscape and ensuring that the development is as sustainable as possible. To keep a village shop profitable is indeterminable, as changing shopping habits can easily skew this. In some locations a small village can sustain a village shop, whilst in other locations the shop is not profitable. In these instances however, it is not just seeing shops as shops, but it is the need to protect those premises as a community asset with wider potential.

- 7.6 The Core Strategy sought to develop a broad distribution pattern for development, with the majority of development being directed to the Main Towns, in order to achieve vibrant sustainable communities within a sustainable pattern of development. This policy sets out the settlement hierarchy for the Borough. This Plan continues the hierarchy set out in NW2 of the Core Strategy with a slight change as outlined below. The result is that, Atherstone with Mancetter and Polesworth with Dordon, are the Main Towns. Coleshill is also recognised as a Market Town due to its range of services and facilities but development will be smaller in scale due to the Green Belt wrapping around the settlement. There are five Local Service Centres located throughout the Borough, which provide important local services and facilities. Housing growth has generally been distributed to the Market Towns (including Coleshill) and then to Local Service Centres. In settlements, villages and hamlets beyond these, development that provides for local housing needs and help support local services will be permitted.
- 7.7 The amount of development now being envisaged means that the Borough Council has had to consider whether it is appropriate or possible that all the required development can fit into this settlement hierarchy. As the hierarchy underpins many of the policies within the Plan it is important to ensure there is flexibility to ensure development is delivered. As a result it is considered necessary to allow developments that may be on the outer boundary of the Borough that are close to sustainable settlements outside of the Borough such as Tamworth and Nuneaton.
- 7.8 This Local Plan allocates strategic and non-strategic housing sites. Further allocations may come forward through Neighbourhood Development Plans, prepared by Parish Councils. All development proposals from housing, employment to retail will be expected to accord with the settlement hierarchy and be proportionate to the size and scale of the settlement.
- 7.9 Although in the past it was only local affordable housing that could be supported in the smaller settlements, now a small proportion of market housing as well as affordable has been allocated to some of the smaller settlements in order to assist with maintaining the vitality of these smaller communities. So in smaller settlements small scale housing developments that help regenerate and support the rural economy or meet proven affordable housing needs (via a local housing needs assessments) can still be considered. If plan monitoring shows that this distribution is not being maintained through planning permissions, the position will need to be redressed through a revision to this policy.
- 7.10 In the Core Strategy it was suggested that in Category 4 settlements sites would normally be no larger than 10 units at any one time. The reason behind this was to ensure small communities were not swamped by new developments but could grow organically and naturally to be sustainable. This is still the case and continues to be the stance of the Council. However it is clear in the production of this Plan that sites that have been put forward for development are not the smaller incremental sites and tend to be larger. For this reason there are some allocations that are larger. In these cases the Borough Council will discuss phasing options where viability permits.
- 7.11 Work is continuing at a sub-regional level with neighbouring authorities to develop a Sub-Regional Spatial Strategy. This will build on the work already carried out and will reflect issues arising from the creation of the Coventry & Warwickshire Local Enterprise Partnership. It is not expected that this work will alter the specific Spatial Strategy for North Warwickshire.

LP2 Settlement Hierarchy

Development within the Borough will be distributed in accordance with the Borough's settlement hierarchy.

All development will take place inside development boundaries as shown on the Proposals Map unless permitted by policies elsewhere in this Plan or a Neighbourhood Plan.

Category 1: Market Towns ~~of~~ Atherstone with Mancetter, ~~Coleshill~~ and Polesworth with Dordon and the Green Belt Market Town of Coleshill

Development for employment, housing (including affordable housing), services and other facilities will be permitted within the development boundaries of the Market Towns.

Category 2: Settlements adjoining the outer boundary of the Borough

Development for employment, housing (including affordable housing), services and other facilities will be permitted directly adjacent to built up areas of adjoining settlements if:

- a) the site lies outside of the Green Belt or an identified Gap
- b) development is clearly part of a wider sustainable development
- c) has a clear separation to an existing North Warwickshire settlement to ensure the character of North Warwickshire settlements are preserved; and,
- d) linkages are made to existing North Warwickshire settlements to ensure connectivity between places especially via walking and cycling

Category 3: Local Service Centres – Baddesley with Grendon, Hartshill with Ansley Common, New & Old Arley, Kingsbury, Water Orton

Development will be permitted in the development boundaries of the Local Service Centres subject to the proposal being considered to be appropriate to its place in the settlement hierarchy.

Category 4: Other Settlements with a development boundary - Ansley, Austrey, Curdworth, Fillongley, Hurley, Newton Regis, Piccadilly, Shuttington, Shustoke, Warton, Whitacre Heath, Wood End

Development will be limited to that identified in this Plan or has been identified through a Neighbourhood or other locality plan. It will cater for windfall housing developments usually on sites of no more than 10 units at any one time depending on viability. A Neighbourhood Plan may allocate more.

Category 5: Outside of the above settlements

All Development

Outside of development boundaries only development for agricultural and forestry purposes or for other uses requiring a rural location will be permitted, subject to the need being justified.

Part A Housing outside of development boundaries

Development for ~~affordable~~ housing outside of development boundaries will only be permitted where it is affordable or for agricultural and forestry purposes or for other uses requiring a rural location.

In the case of affordable housing it is subject to there ~~is-being~~ a proven local need; it is small in scale and is located adjacent to a village.

Part B

~~Outside of development boundaries only~~ In the case of housing for agricultural and forestry purposes or for other uses requiring a rural location they will be permitted, subject to the need being justified in terms of demonstrating all of the following criteria:

- a) an essential functional need and business link to the proposed location and scale of the dwellings(s);
- b) that there are no other suitable and viable options including the re-use of existing buildings to meet this need, and
- c) that the business is viable such that it can sustain the number and scale of the dwelling(s) proposed.

In the event that planning permission is granted, then occupancy restrictions will be attached to reflect the nature of that functional need. Permitted development rights relating to future enlargement will be withdrawn

Occupancy restrictions will only be removed where it can be shown that they are no longer appropriate or needed; that a robust marketing process has been undertaken to verify that the dwelling(s) cannot provide for another functional need and that the property cannot be reasonably used for affordable housing.

Applications for subsequent dwellings in connection with a business will attract occupancy restrictions on earlier dwellings if none exist already.

Delivery of Strategic Objectives: 1, 2, 3

CS NW2, DM1

Green Belt

7.12 National Green Belt policy operates over two thirds of the Borough. Within Green Belts the primary aim is to maintain the open nature of the area and there is a general presumption against development that is inappropriate, except in very special circumstances. The National Planning Policy Framework provides the strategic policy guidance. It gives advice on where and what development is appropriate or inappropriate in the Green Belt. This policy builds on the NPPF, provides the local context and provides how it will be implemented in certain instances.

7.13 The pressure on the Borough from surrounding urban areas means that the longevity of the Green Belt needs to be considered making sure that future needs can be catered for within the Borough. Two studies have been carried out relating to the Green Belt.

7.14 The first relates to how broad areas and parcels of land perform in relation to the five purposes of Green Belt as defined by the NPPF.³ The Joint Green Belt Study highlighted some areas as relatively poor performing in some aspects of the purposes of Green Belt. Taking into account the needs of the Borough, the pressures for further development and the environmental impacts it is considered some of these sites will be either allocated now for development or safeguarded for

³ Joint Coventry & Warwickshire Green Belt Study – Stage 2 Report April 2016

development as and when required whether in this Plan period or the next. This is explained further in this Plan.

- 7.15 The maintenance of the Green Belt is seen as a vital component in protecting and enhancing the Borough as an area of pleasant countryside, especially by preventing the incursion of nearby urban areas. It is not just the wholeness of the Green Belt designation that is important but having defensive boundaries. As a result a second Study of the Green Belt has been carried out looking at the future boundaries of the Green Belt in relation to the outer limits and the detailed boundaries around settlements.⁴ The study has been undertaken to look at ensuring that the boundaries continue to be defensible and follow clear physical features. The detailed boundaries of the Green Belt are shown on the Proposals Map.
- 7.16 It is accepted that settlements surrounded by the Green Belt have smaller scale opportunities than those outside the Green Belt. This is in essence the role of the Green Belt, in protecting the openness between places. However there may be opportunities for limited infill and redevelopment in villages still washed over by the Green Belt designation. Two settlements exhibit a clear, focussed and cohesive settlement pattern with limited infill potential. Middleton and Lea Marston are considered to have the potential for one or two true infill plots. Therefore infill boundaries have been drawn to indicate where infill and limited redevelopment would be permitted and are shown on the Proposals Map.
- 7.17 It must be stressed that a Green Belt Infill Boundary is not the same as a Development Boundary. A Green Belt Infill boundary is only intended to accommodate that type of development defined as “infill” or “infilling”. The policy defines “limited” through the use of a boundary rather than by a number or indeed leaving the matter open to interpretation on a case by case basis. This is the same approach adopted for settlement and town centre boundaries. The village however remains “washed over” by Green Belt and development within the village continues to be controlled by National and Local Green Belt policy. The restriction on development classed as “inappropriate” within a Green Belt therefore still applies. A Development Boundary however excludes the area within it from the Green Belt and its policy constraints. It establishes the principle for development and enables all types of development to be accommodated (site availability and other policies permitting). This includes redevelopment of existing buildings and plots, such as the demolition of large properties in large plots or the redevelopment of garden areas for higher density housing proposals.
- 7.18 Individual residential properties within Green Belt can be redeveloped but only where they *“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”*. This prevents the demolition of a dwelling and its replacement with multiple dwellings that are larger in overall volume than the dwelling they replace or that have a greater impact on the “openness” of the Green Belt (determined by a comparison of the footprint, volume and dispersal/spread of development between the original and new development), unlike redevelopment within a normal development boundary where this can occur.
- 7.19 ~~Taking this approach it~~ It is not considered that the NPPF alone is all that is necessary for the management of new development proposals in North Warwickshire’s Green Belt. The spatial vision and the strategic objectives set out in the Core Strategy 2014 and this Local Plan, emphasise that it is the rural character of North Warwickshire that distinguishes it from its neighbours. That character is to be

⁴ North Warwickshire Green Belt Study 2016

retained by safeguarding that countryside and protecting its openness from encroachment. The Council therefore has to have robust and consistent policies to implement these objectives. The NPPF provides the background to do so, but it lacks definition when it comes to some of the details of handling planning applications. The policy below provides that definition as the alternative would be to rely on the wording of the NPPF and thus determine each application on its merits. This could result in an inconsistent approach, but on the other hand the use of stricter definitions should not be seen as prescriptive.

- 7.20 In particular it is some of the adjectives used in the NPPF that are considered to lack precision and it is the purpose of the policy below to make these explicit. It therefore addresses the main definition issues that are likely to arise when dealing with new development proposals in the Green Belt. There are two key quantitative adjectives “disproportionate” and “materially larger”. In addition it is considered necessary to consider how previously developed land is dealt with. These are explained below.
- 7.21 The present saved 2006 Local Plan policy ENV13 includes a figure of 30% as a guide in order to assist in the assessment as to whether extensions are disproportionate or not. This has been applied consistently since that Plan was adopted; it is well understood, it has been upheld throughout that period on appeal, and it has impacted on new development proposals. It is not considered that there is reason to vary this figure. However the policy below does address a constant issue arising with its use and that is the relationship with permitted development rights. Each application will be dealt with on its merits against this policy. However there may be circumstances whereby larger extensions might be deemed acceptable. Examples could include the existing building’s setting, proximity and relationship with other buildings; its prominence in the landscape and whether there would be a substantial improvement in the overall design of the building. These considerations would also need to be assessed against the 30% figure set out in the policy.
- 7.22 The figure of 30% also is included in this Policy where it relates to replacement houses in the Green Belt. In order to remain consistent, the policy below retains this figure across all replacement buildings. However because of the different definitions in the NPPF – “disproportionate” and “materially larger” there could be case for different quantitative figures. The term “not materially larger” might suggest a lesser amount of development than “disproportionate”. This is why it is also important to assess each application on its merits using the same considerations as set out above where appropriate. An additional consideration would be ~~to looking~~ at the merits of replacing a building either on the same footprint as the existing or another.
- 7.23 It is considered that the use of a quantitative measure in these instances is a very useful indicator as to what the Council considers to be the meaning of these adjectives. Given the importance of retaining the Green Belt to the Council and to the consistent successful use of the measure since the adoption of the 2006 Local Plan, it is considered that it should be retained.
- 7.24 The NPPF gives guidance on how to deal with applications for the partial or complete redevelopment of previously developed land. ~~The requirements or conditions set out are well understood, but there is no guidance on how to deal with different end users. Redevelopment within the lawful use of the previously developed land is acknowledged as being appropriate development. It is proposed alternative uses that raise the issue.—~~A redevelopment proposal for an alternative use that is itself appropriate within the Green Belt by definition in the NPPF is clearly acceptable. ~~However it is the redevelopment by a use that would normally not be appropriate development that is at issue here—particularly a residential redevelopment scheme.~~

~~A residential scheme that is put forward as a Rural Exceptions Site or under the Community Right to Build is not the issue here — it is the open market housing proposal that is. Other development proposals are still appropriate development by virtue of the NPPF, but other material planning considerations may have to be considered in the final planning balance.~~

~~7.25 There are three key factors in North Warwickshire that are important in relation to this issue. Firstly there are a significant number of previously developed sites in commercial use that have historically been operating in the Borough — the great majority through established use. Many are in isolated locations; outside of settlements, have poor road connections, limited accessibility by other modes of transport and are in areas where there are planning constraints. Their residential redevelopment would be in unsustainable locations and result in small and medium size pockets of isolated housing with no nearby services or facilities. Secondly, the whole development strategy of the Core Strategy 2014 is continued in this Local Plan to concentrate new housing within settlements thus enhancing their own services and safeguarding their facilities. The potential number of previously developed sites could impact on this overall Strategy because of their number and location. Thirdly, the number and size of these previously developed sites if redeveloped residentially would impact on the overall housing targets and be provided outside of the settlement hierarchy. In short for the three reasons set out above, the impact of agreeing residential after use on these sites is considered to adversely impact on the sustainable development principles of the Local Plan itself.~~

LP3 Green Belt

- 1 The outer extent of the West Midlands Green Belt as well as the detailed development boundaries in North Warwickshire are shown on the Proposals Map
2. Areas within Development Boundaries are excluded from the Green Belt.
3. Limited infilling in settlements washed over by the Green Belt will ~~only~~ be allowed within the infill boundaries as defined on the Proposals Map, or, where the site is clearly part of the built form of the village where there is built development on at least three sides.
4. Settlements surrounded or washed over by the Green Belt will be able to pursue the Community Right to Build. Housing sites would have to be locally affordable in perpetuity. A community or other use would be required to show how it would remain in community use in perpetuity.
- 5 When considering proposals within the Green Belt in addition to the NPPF, development proposals will be determined in line with the NPPF. ~~In addition~~ regard should also be had to the following ~~important~~ considerations:
 - a) Facilities appropriate to outdoor sport and recreation will be assessed on whether the scale and provisions proposed are considered to be necessary essential for the efficient function of the parent use concerned, and that they are the minimum size necessary ~~in order to fulfil that essential function.~~
 - b) Extensions will be considered to be disproportionate if they individually or cumulatively exceed 30% in volume of the original building. For the purposes of this policy, the original building is defined as that which was present on 1 July 1948 or that which came into being after this date as a result of the original planning permission, and volume is defined as gross external volume ~~exin~~cluding basements and cellars. For the avoidance of doubt, the volume of extensions that could be

- permitted under the General Permitted Development Order will be considered to be included within the 30% figure.
- c) A replacement building will be considered to be materially larger if it is 30% larger in volume than the building it replaces. Replacements should be located on the same footprint as the existing building unless there are material benefits to the openness of the Green Belt or, when environmental and amenity improvements indicate otherwise. For the purposes of this policy, volume is defined as gross external volume ~~ex~~cluding basements and cellars.
 - d) ~~In all cases, c~~Consideration will be given to the removal of permitted development rights to prevent sequential enlargement where the new development is considered to be at the maximum scale acceptable to ensure the openness of the Green Belt, or where other issues such as visual impact and impact on neighbouring residential amenity, are material.
 - e) Relevant planning consideration, such as the sustainability of the location; landscape and visual appearance or impact, the loss of employment land and impacts on general amenity will all be considered in the final planning balance in respect of proposals to redevelop previously developed land within the Green Belt.

Delivery of Strategic Objectives: 1, 2, 3

CS NW3, DM2

Safeguarded Land

- 7.26 The Green Belt boundaries as explained earlier can be altered when a Local Plan is reviewed. As Green Belt boundaries should have a degree of permanence it is important to consider where possible what the impact of longer term growth will have on the area and to reflect this in where necessary. A Local Planning Authority can therefore safeguard land for future development. This essentially takes the land out of the Green Belt. The identification of any safeguarded land ensures that Green Belt boundaries will last beyond the end of the Local Plan period. Safeguarded Land, which is land that has been taken out of the Green Belt to meet longer term development needs (if required) is treated as though it is in the Green Belt until it is formally allocated for development through a development plan. This is in accordance with national planning policies which state the intention for Green Belt boundaries to have permanence in the long term.
- 7.27 Safeguarded land is identified as land to be protected from development during the current Local Plan period but will only be considered for development through a review of the Local Plan. Although development will not generally be appropriate on safeguarded land, it is recognised that not all development will prejudice the function and the value of the land. It will therefore, be appropriate to permit development required in connection with established uses, or change of use to an alternative open land use or to temporary uses which would not prejudice the possibility of development after the plan is reviewed, nor is detrimental to the character of the site and its surroundings.
- 7.28 The consideration of the permanent development of safeguarded land, such as for housing or employment, will only occur through a change to the allocation through a review of the Local Plan. During the review, the reassessment of safeguarded land will involve determining for each site whether in the prevailing circumstances there is a case for releasing some or all of the land for development, or whether it should be maintained as safeguarded land until the next review of the Plan

LP4 Safeguarded Land for Potential Future Development

Land ~~at Hawkeswell Lane, Coleshill, and land~~ to the west of Tamworth Road, Kingsbury, as identified on the Proposals Map, will be removed from the Green Belt and safeguarded for potential future development needs.

The identified areas will be protected from development other than that which is necessary in relation to the operation of existing uses, change of use to alternative open land uses or temporary uses. All proposals must not prejudice the possibility of long term development on the safeguarded land-site.

The status of the safeguarded land-sites will only change through a review of the local plan.

Delivery of Strategic Objectives:

CS None, DM2

Meaningful Gap

7.29 Polesworth with Dordon is one of the Market Towns in the Borough. Due to its location it has a close relationship with Tamworth. NW19 of the Core Strategy 2014 referred to a meaningful gap between Polesworth and Dordon. This was to avoid coalesce with Tamworth. The Core Strategy however did not define where the boundaries of this area would fall and it was expected that this would be through the emerging Site Allocations Plan. As this Local Plan has superseded the production of the Site Allocations Plan it is now included in this Plan.

7.30 A detailed technical study has been carried out to look at the area and to determine where the detailed boundaries should be drawn. A separate consultation was carried out by the Council to consider the extent of the “gap” and this has informed the designation as shown on the Proposals Map.

7.30a A further study has been carried out to access which the area. This considered the site in relation to MORE

7.30b Following the approval of the site at the south-eastern site of junction 10 M42 and A5 for employment use the area south of the A5 is removed from the Meaningful Gap as proposed in the Draft Site Allocations Plan and Draft Local Plan. This means that any consideration of a contiguous area linking the Green Belt northwards cannot be considered. The Meaningful Gap north of the A5 is therefore free standing. Its purpose is clear in that it is to maintain the gap, both visually and in landscape terms between the urban areas of Polesworth, Dordon and Tamworth.

7.31 In order to retain the separate identity of these settlements, new development should not visually or physically reduce the size of this gap.

LP5 Meaningful Gap

- 1) The Meaningful Gap between Tamworth and Polesworth and Dordon is defined on the Proposals Map.
- 2) Any development to the west of Polesworth & Dordon must respect the separate identities of Polesworth and Dordon and Tamworth and maintain a meaningful gap between them.
- 3) All new development within this gap should be small in scale and not intrude visually into the gap or physically reduce the size of the gap.

Delivery of Strategic Objectives:

CS NW19, DM12

Amount of Development

Housing Numbers

7.32 National planning policy sets out the requirement for a local plan to identify and meet housing needs including mix and tenure within the relevant housing market area. North Warwickshire sits within two Housing Market Areas of Coventry & Warwickshire and Greater Birmingham. This makes the picture of determining the housing requirement for the Borough more complicated. To establish the housing

requirement for the Borough it requires looking at the need for the Borough and then considering the housing requirements of neighbours.

Objectively Assessed Need (OAN)

7.33 The Coventry & Warwickshire Strategic Housing Market Assessment (SHMA) indicates that in the first instance for North Warwickshire the Coventry & Warwickshire geography can be considered to be an appropriate housing market area for the purposes of local plan policy making. This document has been updated on a regular basis with the latest being in 2015. This update established an initial objectively assessed need (OAN) of 3800 for the Borough. It then looked at a variety of factors including the need to make a lift in the numbers due to specific circumstances and it determined that an economic uplift of 940 units was required over the Plan period. This uplift can be attributed approximately 35% to the Coventry & Warwickshire HMA and 65% to the Greater Birmingham HMA. As the updated SHMA is based on up-to-date demographic evidence it takes account of need arising from shortfalls in delivery against previous targets.

Needs of Neighbours

7.34 The Borough has been working with partners within the Coventry & Warwickshire HMA to produce and agree the overall housing number for the area. The Memorandum of Understanding includes a redistribution of housing due to capacity constraints within the City of Coventry. The work so far has resulted in an updated housing figure as shown in Table 1 below. The Table indicates the minimum housing requirement for the new Plan should be 5280 dwellings between 2011 - 2031. [An additional 528 has been added to extend the Plan period up to 2033.](#)

7.35 Nuneaton and Bedworth BC is working on updating their SHLAA which will indicate whether they can accommodate the amount of development currently envisaged through the Coventry & Warwickshire MoU. The MoU may need to be amended to reflect this information. It potentially could impact on the housing numbers for the Borough.

7.36 The Borough Council agreed through the Core Strategy to deliver 500 dwellings for Tamworth. This commitment will continue. In Table 1 there is an economic uplift of 620 dwellings for the Greater Birmingham & Black Country HMA. Tamworth lies within this HMA so this uplift can be attributed to this area which will avoid double counting.

7.37 Table 1 shows the emerging housing requirement:

Table 1: Emerging Housing figures 2011 – 2033~~1~~

			<i>Annual Requirement</i>
Initial housing need (updated SHMA 2015)		3800	
Economic uplift that can be attributed to the two housing market areas: CW HMA (35%) = 320 GB / BC HMA (65%) = 620*	940		
Objectively Assessed Housing Need (OAN) (3800 + 940)		4740	
Redistribution from CW	540		
Emerging Housing Requirement (540 + 4740)		5280	264 pa

**North Warwickshire Local Plan
Draft Submission October 2017**

<u>Extension to Plan period</u>	<u>528</u>	<u>5808</u>	<u>264 pa</u>
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Note* ~~the~~ is figure above will provide for the 500 dwellings already agreed with Tamworth Borough Council – this will avoid double counting

- 7.38 In order to progress a new Local Plan the Borough Council took the decision in September 2015 to look at testing a possible provision to assist with the shortfall for the Greater Birmingham & Black Country HMA particularly as the Birmingham Local Plan would be adopted prior to the adoption of the new Local Plan. Based on migration and commuting patterns it was considered that a figure of 10% of the shortfall should be tested. This would mean a potential additional number of dwellings of 3790. This is reflected in a Memorandum of Understanding between the Borough Council and Birmingham City Council.
- 7.39 ~~Since the Borough Council took the above decision~~ Further work has been is ongoing with partners across the Greater Birmingham & Black Country HMA as well as other local authorities beyond the two housing market areas to agree a redistribution of the identified housing ~~identified~~ shortfall. This work is ongoing, therefore, although the plan period has been extended by a further to 2 years only the OAN and needs of Coventry & Warwickshire are reflected. This has resulted in a draft Memorandum of Understanding to agree the distribution of housing amongst the local planning authorities from both in and outside of the HMA.
- 7.40 Table 2 indicates the full housing requirement that the Local Plan will seek to deliver over the Plan period.

Table 2: Overall Housing Requirement

	Total		Annual Nos
Objectively Assessed Need including economic uplift includes 500 for Tamworth Borough Council	4740		
Redistribution from Coventry & Warwickshire Housing Market Area <u>up to 2031</u>	540		
<i>Sub-total</i>		5280	264
To test the potential delivery of up to 3790 for Greater Birmingham & Black Country Housing Market Area (this would include any amount required for Tamworth BC)	3790		190
<u>Sub-total Potential</u>		9070	454
<u>To extend the plan period from 2031 to 2033</u>	528		264
<u>Total for Plan period 2011 to 2033</u>		9598	

- 7.41 Due to the low past delivery rates and the rural nature of the Borough the delivery of all of the housing will however be dependent on the provision of infrastructure. The Local Plan therefore seeks to deliver a minimum of (5280 + 528) homes over the plan period from 2011-~~33~~4. This equates to an annual housing requirement of 264 new homes per annum. The provision of the additional housing within the Plan period up to 9070-9600 will be challenging and be a major change for the Borough.
- 7.42 Monitoring will be carried out covering the supply of housing and completions of housing within the Borough. However just as importantly will be the monitoring of the situation in the Housing Market Areas and in particular Tamworth, Birmingham and Coventry. It is important that sites in North Warwickshire are not seen as “quick wins”, which means that sites in the other areas do not come forward for development. This would be unacceptable.

Employment Requirements

- 7.43 With the abolition of the Regional Spatial Strategy the Borough Council has to consider its employment land target. Looking at the available evidence it has been decided to continue with the target to equate to 11 hectares over a 5 year period. Therefore over the Plan period this equates to a total of 60 hectares.
- 7.44 The 2013 Employment Land Review (ELR) identified a need for 60 hectares for employment needs and this was reflected in the 2014 Core Strategy. At that time it was understood that 2 hectares of land at Spring Hill Industrial Estate, Arley, would be lost from employment use. The site has however remained in employment use and is now fully used. The continued use of the land for employment purposes reduced the need to find those 2 additional hectares elsewhere.
- 7.45 Consultants have revisited the Employment Land Review providing the evidence to show that there is still a need for 58 hectares (excluding 2 hectares at Spring Hill) of employment land within the Borough. The indications are that this requirement will be sufficient to deal with the minimum growth of 5280. Further employment land will be required if further housing growth is possible. If the full ~~9070-9600~~ dwellings is delivered around ~~94-100~~ hectares of land will be required between 2011 and 2033~~4~~.
- 7.46 Unlike during the preparation of the Core Strategy the Borough Council has now been approached to deliver employment land for a neighbouring local authority. Tamworth Borough Council is seeking the Borough to deliver a proportion of 14 hectares in partnership with Lichfield District Council. A site allocation has been identified to satisfy a part of these 14 hectares. Lichfield DC has confirmed that they are looking to provide for the balance of 6.5 hectares in their emerging Local Plan. As any additional housing and employment needs to be considered in balance and Tamworth lies within the Greater Birmingham HMA any proportion delivered will be within the overall employment land requirements and are not additional. This will avoid double counting.
- 7.47 Within the Coventry & Warwickshire HMA consideration has been given to the employment land requirements across the HMA. As a result a Memorandum of Understanding has been agreed on the delivery of additional employment land to address a shortfall in provision from Coventry City Council. There is no additional land requirements that that the Borough must consider.
- 7.48 In addition, since the preparation of the Core Strategy two studies⁵ have made it clear that there is a wider than local need for large sites. This provision does not necessarily have to be provided for within North Warwickshire. The Borough Council will continue to work with other local planning authorities to see what opportunities there are around the East and West Midlands to deal with this need. There are large scale sites are coming forward in other areas such as Daventry, Market Harborough, North-west Leicestershire and South Staffordshire. It is not therefore considered an issue that North Warwickshire needs to consider further. It is considered more important for the Borough to focus its attention on widening the employment base and to build on the opportunities that the Horiba MIRA Technology Park can provide and seek the provision of aspirational job opportunities within the Borough.

⁵ CBRE 2015 and West Midlands Strategic Sites Study 2015

Gypsy, Travellers and Travelling Show People

- 7.49 The Government's key objective for planning for housing is to ensure that everyone has the opportunity of living in a decent home. The Planning Policy for Travellers Sites, which relates to Gypsies, Travellers and Travelling Show people was published in March 2012. This document should be read in conjunction with the NPPF which includes a commitment to ensuring that the housing needs of members of the gypsy and traveller community and the travelling show people's community are met.
- 7.50 The Gypsy Traveller and Travelling Show people Accommodation Assessment: North Warwickshire and Nuneaton and Bedworth, published in June 2013 examined the necessity for further pitches in the study area. The study was conducted by a team of researchers from the Salford Housing and Urban Studies Unit (SHUSU) at the University of Salford. The study was greatly aided by research support and expertise provided by members of the Gypsy and Traveller communities
- 7.51 For North Warwickshire this assessment, which took in to account the 17 pitches at the Warwickshire County Council rented site at Alvecote, indicated there is a need for an additional 9 residential pitches (2 up to 2017, 3 up to 2022, and 4 up to 2028) and up to 5 transit caravan pitches up to 2028. The end target date is 2028 and not ~~2034~~ 2033 as in the case of the housing and employment targets. There was no evidence of any requirement to provide pitches for travelling show people.
- 7.52 The GTAA assessed the future travelling intentions of the Gypsy and Travellers community and was not considered to impact on the future pitch requirements. Although the current communities within North Warwickshire are reasonably settled on current authorised sites they wish to maintain the intention and ability to travel. The current identified need/requirements will therefore be maintained and this issue will be monitored through future assessments and reviews
- 7.53 In order to provide for a range of small sites outside of the Green Belt, but close to services and facilities, a site criteria policy is included in this Local Plan. It follows the principles of the settlement hierarchy.

LP6 Amount of Development

Between 2011 and ~~2034~~ there will be:

- a minimum of ~~(5280 + 528)~~ 5808 dwellings (net) will be built by ~~2034~~;
- there is an aspiration to deliver a further 3790 dwellings; and,
- around ~~90-100~~ hectares of employment land.

Between 2011 and 2028, 9 residential and 5 transit Gypsy and Traveller pitches will be provided.

The actual amount of development delivered over the Plan period will be governed by the provision of infrastructure to ensure developments are sustainable.

Delivery of Strategic Objectives:

CS NW4, CS NW7, CS NW9

Chapter 8 Housing

8.1 The Borough Council is seeking to provide a variety of types and tenures of housing throughout the Borough, but will specifically seek the type and tenure to reflect the local settlement. Information for this can be found in a variety of sources including the Strategic Housing Market Assessment (SHMA) and Local Housing Needs Studies

Table 3: Change in Age Structure 2001 to 2014

	Under 15	15-29	30-44	45-59	60-74	75 and over	Total
North Warwickshire	-12.3%	1.0%	-21.8%	5.9%	35.3%	28.6%	1.1%
Coventry/Warwickshire	2.7%	19.7%	-5.5%	11.1%	24.8%	19.4%	9.9%
West Midlands	2.1%	14.8%	-7.0%	11.4%	21.2%	20.2%	8.2%
England	4.2%	12.9%	-4.0%	16.0%	24.1%	17.5%	9.8%

Source: Mid-Year Population Estimates

8.2 Work was carried out for the CW SHMA and it is projected that between 2011 and 2031 there will be a population change of some 6.3% with the greatest growth in the over 60's age group as outlined in Table 4.

Table 4: Population change 2011 to 2031 by fifteen year age bands (2012-based SNPP (as updated))

	Under 15	15-29	30-44	45-59	60-74	75 and over	Total
North Warwickshire	0.6%	-5.8%	-5.2%	-13.9%	23.7%	88.5%	6.3%
Coventry/Warwickshire	18.1%	8.1%	12.5%	1.6%	26.4%	72.2%	17.3%
West Midlands	7.9%	1.3%	3.4%	-3.4%	24.7%	67.1%	10.7%
England	11.0%	2.3%	4.9%	1.9%	31.4%	69.2%	13.8%

Source: JGC Demographic Projections

8.3 Evidence suggests that developments should provide for special needs accommodation for the elderly and for those with mobility issues. The Borough has an ageing population. It is clear from the data available that the Borough has an ageing population with also well over 20% considering they have bad or very bad ill-health. This evidence indicates that the type of housing being developed in the Borough must reflect this need.

Table 5: Health & Care Indicators 2011, %

Indicator	North Warwickshire	County	England
General health very bad (%)	1.4	1.1	1.2
General health bad or very bad (%)	6	4.9	5.5
Limiting long term illness or disability (%)	19.2	17.1	17.6
Provides 1 hour or more unpaid care per week (%)	12.1	10.9	10.2
Provides 50 hours or more unpaid care per week (%)	2.9	2.3	2.4

Source: ONS Census

8.4 The Borough Council will seek housing developments to be at a density of at least 30 dwellings per hectare. However this should not compromise the quality of proposals and it attaches considerable importance to maintaining and improving the quality of the local environment. Within in the town centres in the Market Towns as defined on the Proposals Map can accommodate a higher density of housing development. For

this reason, higher densities, of 50 dwelling per hectare (dph) or more, may be considered appropriate in the defined town centre areas.

LP7 Housing Development

Housing developments will be required to:

Housing Mix

Provide for a variety of types and tenures that reflect the needs of the Borough and of the settlement. Sites will be expected to provide for a range of needs and opportunities including:

- homes for those with mobility issues; ~~older people as well as the young.~~
- homes for older people;
- homes for young people; and
- plots for custom / self builders.

Older People

Independent living units for the over 55's will be a key way to provide for some of these needs.

Self-build and Custom Build

Proposals of 100 or more homes will make 5 per cent of the plots available for self-build and actively marketed. On larger sites plots should be spread across the development. Plots should be reasonably priced reflecting prevailing market values. Plots that are not taken up by self builders or custom builders within three years of becoming available can, having provided evidence to the Borough Council, be built out by the site developer.

Special Needs

- Provide for an element of special needs housing. This will be sought in all developments (including the sites allocations included in this Local Plan) that provide for 100 or more dwellings or involve sites of over 3 hectares irrespective of the number of dwellings
- The amount of special needs housing sought will be expected to amount to 10% of the total housing provision on the site concerned, but the precise quantity will be determined having regard to site size, suitability, the economics of provision and the need to achieve a successful development. All or part of the provision may be absorbed within the 40% affordable housing requirements of this Plan.

Density

Housing is expected to be built at a net density of no less than 30 dwelling per hectare. In town centres, net densities of 50 dwellings per hectare or more will be sought. In all cases making more efficient use of land must not compromise the quality of the environment.

Infrastructure

Provide for the necessary infrastructure. Development will only occur if the appropriate infrastructure is available or can be made available.

Delivery of Strategic Objectives:

CS NW4

Windfall Allowance

- 8.5 A windfall site is one that has not been allocated but comes forward for development at a later date. They are unforeseen sites that cannot be allocated at the time of the production of the Local Plan.
- 8.6 Analysis has been carried out as to how many sites than have come forward since 2011. This Plan seeks to allocate sites larger than 0.2 hectares or more than 5 dwellings. The analysis has been carried out on how many of these types of sites have come forward since 2011. The actual amount has been assessed as being on average just over 100 dwellings per annum. This is shown in Table 6 below.

Table 6: New applications on sites of 0.2 hectares or less than 5 dwellings:

Year	Windfall Applications
2011-12	211
2012-13	57
2013-14	96
2014-15	73
2015-16	104
2016-17	xx
TOTAL	541
Average per annum	108

- 8.7 The analysis has been careful not to count all sites that could have been counted as windfall since 2011. As there were few allocations within the relevant plans it would have skewed the analysis and showed much higher windfalls than would be expected when more sites are allocated. It is not proposed to allocate these sizes of sites within this Plan.
- 8.8 Within this Local Plan it is not proposed to incorporate a windfall allowance for the period 2011-2016. However a windfall allowance of 60 dwellings per annum for the next 15 years (201~~86~~₈₆ - 203~~31~~₃₁) has been included in the land requirement calculations. It is a conservative figure expecting opportunities in a Plan-led system to reduce over time. The total amount of housing anticipated on windfall sites during the plan period is therefore 900 dwellings. The level of housing completions and planning consents will be continuously monitored to avoid any adverse impact on the Borough's housing delivery.

LP8 Windfall Allowance

A windfall allowance of 60 dwellings per annum will be used from ~~2016 to 2031~~ 2018 - 2033.

Delivery of Strategic Objectives:

None

Affordable Housing

- 8.9 Generally affordable housing is defined as housing that is non-market for those whose need is not met by the market. National guidance indicates that this can include a wide variety of delivery methods such as socially rented and intermediate housing. Following royal assent of the Housing & Planning Act starter homes are

now part of the affordable housing definition. Further guidance is awaited on how this will impact on housing provision within the Borough.

- 8.10 The Council undertook a Housing Market Assessment in 2013 to provide up to date evidence and information for the Core Strategy. Affordable housing needs still remain high with a need of 112 units per annum.
- 8.11 The need for affordable housing as identified by this assessment is significant. The analysis further shows that the ratio of income to house prices/market rental in the Borough is such that the greatest amount of need is for socially rented accommodation. Since the adoption of the 2006 Local Plan therefore “local affordable housing” for North Warwickshire has related to the provision of socially rented housing provided by a Registered Social Landlord, or housing of a similar standard that is available at an equivalent or lower cost (in terms of weekly or monthly repayments or rent). The changes to the socially rented accommodation is not the only provision of local affordable housing but it is a means of comparison to ensure that the housing that is provided is affordable for those in housing need in North Warwickshire. However, nationally changes to the grant funding scheme introduced a new type of home (Affordable Rented homes) with rents charged at up to 80% of market rents and less secure tenancies than social tenancies. Where affordable housing for rent is provided as part of a development proposal it is expected that this will be primarily through “affordable rent” properties unless social rent can be achieved viably through development of Council or other public owned land and assets.
- 8.12 Further changes to the Planning Policy Guidance through the Housing and Planning Act have introduced an exception site policy which enables applications for development for Starter Homes on under-used or unviable industrial and commercial land that has not been currently identified for housing. Starter Homes are new affordable housing products which first-time buyers can purchase at a discount of at least 20% on the market value. Such properties are expected to be offered to people who have not previously been a home buyer and want to own and occupy a home, and who are below the age of 40 at the time of purchase. It is noted that these affordable starter home properties should be exempt from any future community infrastructure levy and housing and tariff-style contributions to enable developers to help deliver the discounted sale price.
- 8.13 In addition the Government is seeking that Starter homes will be required on all reasonably sized housing sites, proposing that a single national minimum requirement of 20% of all homes to be delivered on residential developments must be starter homes. The Government requirement would apply to sites which meet at least one of the following criteria: 10 units or more or 0.5 or more hectares. All homes delivered on the above basis would be classed as contributing towards the Council’s targets for affordable housing.
- 8.14 Provision of affordable housing remains one of the main priorities for the future. ‘Right to buy’/acquire has exacerbated the local situation leaving a dwindling supply of housing held by the Council or Registered Social Landlords. In villages with a population of less than 3000 it is possible to curtail the right to acquire from Registered Social Landlords (RSL’s). Thresholds and percentages are justified and pursued in the Plan and sites will be identified to provide exclusively for affordable housing.
- 8.15 In terms of delivery of housing sites the Borough Council has been working with the Homes & Communities Agency and other local authorities in the sub-region to

prepare a Local Investment Plan (LIP). This includes a list of priority sites that it will pursue with Registered Social Landlords and the private sector to deliver. In addition, the Borough Council itself has built affordable units and will pursue this again where possible, by looking to its own and other public sector land to unlock further opportunities.

8.16 Any local affordable housing will have a cascade of eligibility from local ward up to Borough level. It is important that the housing provided caters for the local affordable housing need and that this is maintained as such in perpetuity. In the first place, priority will be given to those who currently live or work in the ward where the development is taking place. Secondly, the needs of those living in adjacent wards will be considered, followed then by the wider needs of the Borough. Those who have been offered a job with a permanent contract in North Warwickshire and need to move into the area, but cannot afford a house will also be eligible if they can provide proof of the job offer.

8.17 Each housing site will be expected to provide for housing in order to meet the target of 20, 30 or 40% of housing to be affordable depending on the type and size of site over the plan period. This provision will be provided through onsite provision, off-site financial contributions and/ or land, with a minimum of 20% of the affordable element delivered through “*Starter Homes*” provision. The methodology in the Affordable Housing Viability Report will be used to calculate any financial contribution. In all cases viability issues will determine the nature and scale of provision, and reflect any National planning policy requirements. Planning conditions will be imposed or planning obligations be sought for social or affordable rental provision, in order to ensure that the affordable housing provision is provided, in a way that meets local needs and is locally affordable in perpetuity. Innovative ways of providing affordable housing will need to be pursued and may involve combining commuted sums from a number of developments that collectively, can provide a viable sum and the availability of a suitable site to provide affordable housing elsewhere in the Borough.

8.17a Housing sites will be dealt with on a comprehensive rather than piecemeal basis to ensure that the affordable housing requirement of each site is met. This means that where sites come forward at different stages but are clearly part of a larger site they will be treated as if they are part of the larger site. This will avoid situations where there are incremental increases in numbers thus avoiding the requirements of this policy.

LP9 Affordable Housing Provision

On sSchemes of more than 10 ~~or more~~ dwellings

1. ~~30%~~ 30% of housing provided on-site will be affordable

2. ~~E~~ e except in the case of Greenfield (previously agricultural use) sites where 40% on-site provision will be required.

This will be achieved through on site provision or through a financial contribution in lieu of providing affordable housing on-site. This will be calculated using the methodology outlined in the Affordable Housing Viability report or subsequent updated document and is broadly equivalent to on-site provision.

On sites of over 100 dwellings consideration will be given to land being gifted to the Borough Council in lieu of the total affordable housing provision. The amount of land will equate sufficient land to provide for the number of units and any associated works.

The Council and other partners will continue to maximise numbers of affordable housing on other sites.

Proposals to provide less than the targets set out above should be supported by a viability appraisal to verify that the targets cannot be met and the maximum level that can be provided without threatening the delivery of the scheme.

Where it is apparent that the site is a fragmented part of a larger whole, the thresholds and ratios in the foregoing clauses of this policy will be applied as if the proposal is for the larger whole

Affordable Housing Mix

A target affordable housing tenure mix of 85% affordable rent and 15% suitable intermediate tenure will be provided wherever practicable.

Delivery of Strategic Objectives:

CS NW6

Gypsy & Travellers

- 8.18 In order to provide for a range of small sites outside of the Green Belt, but close to services and facilities, a Gypsy & Traveller Plan will be brought forward and will include pitch allocations and follow the principles of the settlement hierarchy. The allocations will be informed by the Gypsy and Travellers Accommodation Assessment (GTAA) and any subsequent update and review.
- 8.19 Sites for Travelling Show people will not be allocated specifically as no need has been identified. However appropriate sites would be groups of farms buildings close to main roads throughout the Borough. In addition, there would be a need to meet the criteria reflected in government guidance. If sites arise then they will be treated in accordance with the Policy LP10 below.
- 8.20 A criteria based policy will assist the provision of sites. Where sites fall outside the development boundary preference will be given for them to be located on previously developed land.
- 8.21 Any permission granted under this Policy will be subject to a condition limiting occupancy to Gypsy and Travellers.
- 8.22 It is important that sites permitted as Gypsy and Travellers sites (whether residential or transit sites) are safeguarded for their continued use. If sites are lost this could lead to a reduction in site availability and increase the potential for unauthorised sites. Safeguarding will ensure that the levels of Gypsy and Traveller accommodation are maintained.
- 8.23 Sites for Travelling Show people will not be allocated specifically as no need has been identified. However appropriate sites would be groups of farms buildings close to main roads throughout the Borough. Further work will be required to identify specific sites to meet any identified need. Any submitted proposals will be assessed through the criteria based policy below.

LP10 Gypsy & Travellers Sites

New Sites

Sites will be allocated and/or permissible inside, adjoining or within a reasonable safe walking distance of a settlement development boundary outside of the Green Belt. Site suitability will be assessed against relevant policies in this Core Strategy and other relevant guidance and policy. Sites will also be assessed using the following criteria:

- The size of the site and number of pitches is appropriate in scale and size to the nearest settlement in the settlement hierarchy and its range of services and infrastructure, limited to a maximum number of 5 pitches per site.;
- The site is suitably located within a safe, reasonable walking distance of a public transport service, with access to a range of services including school and health services;
- Avoiding areas with a high risk of flooding or affected by any other environmental hazards that may affect the residents' health and welfare;
- The site has access to essential utilities including water supply, sewerage, drainage and waste disposal;
- The site can be assimilated into the surroundings' and landscape without any significant adverse effect.

Safeguarding Established Gypsy, Traveller and Travelling Show people Sites

Existing Authorised sites listed in Appendix E will be safeguarded for Gypsy and Traveller Use for the number of pitches permitted.

Any new Gypsy and Traveller sites granted planning permission will also be safeguarded for Gypsy and Traveller use for the number of pitches permitted.

Planning permission for changes of use or redevelopment to uses other than for residential use by gypsy and travellers or as a travelling show people yard of the sites listed/identified in Appendix E will be refused unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs."

Delivery of Strategic Objectives:

CS NW8

Chapter 9 *Employment*

- 9.1 Economic growth is a key Government goal and Local Enterprise Partnerships have been developed to pursue this. The Borough Council wants to work with the private sector to create long lasting local employment opportunities as well as mitigate any adverse impacts and enhance the rural character of the Borough.
- 9.2 Historically North Warwickshire had a number of large brownfield sites that have been redeveloped. Two of the largest sites are Hams Hall and Birch Coppice, which were seen as regional logistic sites in the abolished Regional Spatial Strategy and benefits from intermodal rail freight facilities. Many of the main settlements have a range of industrial estates.
- 9.3 Although North Warwickshire has seen one of the largest growths in terms of logistics and support facilities in the West Midlands it is still a fragile economy, with a high dependency on a narrow range of sectors and larger employers,. The growth of the small to medium sized enterprises, in particular, will continue to be supported. Both appropriate rural diversification and regeneration of existing sites will be part of the long term strategy to address the economic issues that the Borough faces.
- 9.4 There is the Horiba MIRA Technology Park, an Enterprise Zone, south of the A5 primarily aimed at research and development. Plans for the development of UK Central around the HS2 Interchange Station on the south west border of the Borough are also expected to provide higher skilled jobs opportunities. With the development of the latter two sites, this will change the local market and will provide opportunities to diversify the local economy for different types of employment growth. The Borough Council is keen to exploit these opportunities.
- 9.5 In addition, to target the priority issues and needs identified through the Sustainable Community Strategy, it is considered that all employment related development, should support and assist improvements to access to services, health, skills training and education opportunities through appropriate contributions or specific service delivery. The aim is to address the skills and education deficit and improve aspiration, opportunity and choice of employment. Delivery will need to provide a more focused match between available local employment and the existing and aspirational local employee skill base, in order to meet local economic needs and to address the large scale out-commuting pattern that presently exists in the Borough.
- 9.6 The Borough Council will work with neighbouring authorities and relevant Local Enterprise Partnerships to develop and assist companies. In particular research and development and other knowledge based companies/ facilities would be welcomed in order to broaden the range of higher skilled employment generating uses.
- 9.7 The provision of high speed broadband throughout the Borough will be important to allow businesses to grow, develop and exploit the opportunities coming forward as a result of the MIRA Technology Park.
- 9.8 Delivery of appropriate employment uses and redevelopment within existing employment sites should reflect the need to broaden the employment base and improve employment choice and opportunity. This will assist both in the employment choice and opportunities across the Borough. It is important therefore to protect employment land from alternative uses. However the Borough Council recognises that this cannot always be the case. Proposals for a change of use from employment uses (Class B) to non-employment uses should be supported by evidence to show

that the existing buildings and land are not suitable or cannot be viably reused for another employment use. Evidence should include details of the marketing of the site for employment use for at least 12 months.

LP11 Economic Regeneration

The delivery of employment generating uses, including the redevelopment of existing employment sites and farm diversification, should reflect the need to broaden the employment base, improve employment choice and opportunities for local people.

All employment land will be protected unless it can be demonstrated that there is no realistic prospect of the site being used for employment purposes. Evidence would need to demonstrate that:

- The site is no longer commercially viable; and,
- It has been marketed for an appropriate period of time, usually no less than 12 months; and,
- There are no alternative employment uses that could use the site.

Support and encouragement will be given to small scale rural businesses to expand where this does not impact detrimentally on the countryside character in environmental or sustainable terms.

Proposals for limited infilling and the partial or complete redevelopment of existing employment land outside of development boundaries will be considered against Policy LP1 and LP2 in order to retain the rural character, appearance and openness of the countryside throughout the Borough.

Delivery of Strategic Objectives:

CS NW9, CS NW17, DM4

Employment Areas

9.9 There are a number of industrial areas throughout the Borough. Some are purpose built whilst others like Manor Road have grown out of the location of other historical uses. It will be expected that the majority of employment generating uses will be concentrated into this areas.

LP12 Employment Areas

The following existing industrial estates together with the sites allocated in this Plan support the functioning of the Borough and in particular the Market Towns and Local Service Centres:

- Holly Lane, Atherstone
- Carlyon Road, Ratcliffe Road and the Netherwood Estate, Atherstone
- Manor Road, Mancetter
- Coleshill Industrial Estate
- Kingsbury Link
- Collier's Way, Arley
- Kingsbury Road, Curdworth
- Hams Hall, Coleshill
- Birch Coppice, Dordon [including Core 42](#)

Within all of these estates, changes of use between the B1 light industrial, B2 general industrial and B8 warehouse and distribution Use Classes will be permitted provided there is no disproportionate concentration of B8 uses on any one estate. However at Collier's Way, New Arley and at Manor Road, Mancetter B8 uses will not be permitted.

The rail freight terminals at Birch Coppice and Hams Hall are of strategic significance. Development proposals on these two estates will be encouraged to use these terminals. Existing rail sidings on other sites will be safeguarded.

Delivery of Strategic Objectives:

DM3

Rural Employment

9.10 The Local Plan seeks to support and encourage small scale rural businesses to develop and to enable their expansion where this does not impact detrimentally on the countryside character in environmental or sustainable terms.

LP13 Rural Employment

Farm Diversification

Proposals for farm diversification through the introduction of new uses onto established farm holdings will be supported where it can be demonstrated that:

- a) the development in terms of its scale, nature, location and layout would contribute towards sustaining the long term operation and viability of the farm holding;
- b) it would not cause an additional adverse impact to the safe and free movement of pedestrian, vehicular or other traffic on the trunk or rural road network as a result of heavy vehicle usage,
- c) there would be no adverse impacts arising from increased noise or other form of pollution,
- d) there are adequate foul drainage facilities, and
- e) there would be no adverse impact on the character of the surrounding natural or historic environment.

Re-Use of Existing Rural Buildings

Proposals for the re-use and adaptation of existing rural buildings will be supported provided that the following three pre-conditions are all satisfied:

- a) The buildings have direct access to the trunk or rural distributor road network and are readily accessible to the Main Towns and Local Service Centres via a range of modes of transport;
- b) they are of sound and permanent construction, and
- c) are capable of adaptation or re-use without recourse to major or complete re-building, alteration or extension.

If the building is a Listed Building or one that is recognised formally as a locally important building, then irrespective of the foregoing pre-conditions, the re-use or adaptation of that building will be considered if the proposal is the only reasonable means of securing its retention. However, development proposals will have to show an understanding of the historic and/or architectural significance of that building; its relationship to its setting and its sensitivity to change. Appropriate materials should be used along with methods of repair which respect the building's significance. As much of the fabric of the building, as possible, that embodies its character and interest should be retained. The criteria set out in section (a) of this policy will however still apply in these cases.

Provided that the building meets these pre-conditions, the preferred re-use of the building is for a rural business or other employment opportunity or one that would provide a community facility or service. Only where demonstrable adverse impacts would arise or such a use can be evidenced to be unviable, would an alternative use be considered. Tourism uses and locally affordable housing provision may be appropriate in this situation in accordance with Policies LP2, LP3 and LP9. Open market housing will only be considered if it can be shown that a tourism use or a locally affordable housing use would be demonstrably inappropriate or unviable to sustain.

Delivery of Strategic Objectives:

DM11

Chapter 10 Environment

- 10.1 North Warwickshire is characterised by distinctive and open countryside with market towns and many small villages and hamlets. Large country estates make up part of the Borough and much of this open character is in part due to their existence. The overwhelming land use is agriculture, often in extensive estates and accompanied by countryside recreation. The Borough has many Sites of Special Scientific Interest (SSSI), areas of Ancient Woodland, Local Sites (Wildlife and Geological), Parks and Gardens of Historical Interest, Country Parks and Warwickshire Wildlife Trust Nature Reserves. However, biodiversity is not only restricted to these sites, but also extends into the wider countryside where protected, rare and endangered species exist, forage or rest, such as individual veteran trees. Assets are not only statutory and non-statutory sites, including potential sites, but also those that maintain connectivity within the landscape. Some of these assets have already been identified but are continually being updated. Therefore Supplementary Planning Documents will be prepared in order to allow the information to be updated. Contributions will be sought to assist with the delivery of creating and maintaining the Borough's biodiversity and geo-diversity assets.
- 10.2 The Local Plan, therefore, recognises that it is essential for a healthy and diverse landscape to be protected and enhanced to ensure species movement throughout the Borough as well as into neighbouring authorities. This flow will assist with climate change adaptation by enabling species to expand populations as well as move to more favourable areas.
- 10.3 Due to the area's natural assets and growth pressure from surrounding areas the primary planning policy will be appropriate development of the appropriate size in the appropriate location. As a consequence it is important to ensure that new developments treat landscape and bio-diversity as integral parts of the whole proposal. This should assist in retaining, protecting and strengthening the visual amenity and bio-diversity of the setting.
- 10.4 The Borough has seen proposals that themselves change the landscape – e.g. new fishing pools. Either individually or cumulatively these can change landscape character as well as the hydrology of the area. The impacts of these proposals are therefore often much wider than perhaps just the immediate setting. Initial assessment of these impacts is thus important.
- 10.5 Regeneration of the Market Towns particularly through mixed-use development will allow the primary assets of the Borough - its countryside and settlements - to be protected and enhanced. Policies to protect and improve the Countryside beyond defined settlement boundaries and expected growth will continue through this Core Strategy.
- 10.6 It is intended that mineral workings sites, both in use or exhausted, as well as existing employment sites be put back into appropriate Green Belt/rural uses as current operations and permissions cease.
- ~~10.7 For clarification habitats includes: Habitats, species and features identified under Section 41 of the National Environment and Rural Communities Act as a principal of importance; proposed and designated Local Wildlife Sites and Local Geological Sites; Local Nature Reserves; ancient woodlands and veteran trees; river corridors and canals; networks of natural habitats and legally protected species, including linear features and wildlife corridors, such as hedgerows.~~

~~10.8 All of these make a substantial contribution to the Borough's natural environment. The network however is not restricted to these sites but other features of biodiversity that add, buffer and link to the wider countryside, providing connectivity and facilitating species movement in response to climate change.~~

LP14 Natural Environment Landscape

~~The quality, character, diversity and local distinctiveness of the natural environment will be protected and enhanced.~~ In particular within identified landscape character areas development will conserve, enhance and where appropriate, restore landscape character as well as promote a resilient, functional landscape able to adapt to climate change. Specific landscape, geo-diversity, wildlife and historic features which contribute to local character will be protected and enhanced.

A *Landscaping Proposals*

New development should retain existing trees, hedgerows and nature conservation features with appropriate protection from construction where necessary and strengthen visual amenity and bio-diversity through further hard and soft landscaping.

Development proposals should be designed so that existing and new conservation features, such as trees and hedgerows are allowed to grow to maturity without causing undue problems, for example by impairing visibility, shading or damage.

Development will not be permitted which would directly or indirectly damage existing mature or ancient woodland, veteran trees or ancient or species-rich hedgerows.

B *New Landscape Features*

The landscape and hydrological impacts of development proposals which themselves directly alter the landscape, or which involve associated physical change to the landscape such as re-contouring, terracing, new bunds or banks and new water features such as reservoirs, lakes, pools and ponds will be assessed against the descriptions in the Landscape Character Areas. Particular attention will be paid in this assessment as to whether the changes are essential to the development proposed; the scale and nature of the movement of all associated materials and deposits, the cumulative impact of existing and permitted schemes, the impact on the hydrology of the area and its catchment, any consequential ecological impacts and the significance of the outcome in terms of its economic and social benefits.

New landscape schemes will look to use native species and incorporate benefits for biodiversity. Species that are invasive or problematic to the natural environment will be avoided.

Delivery of Strategic Objectives:

CS NW13, DM8, DM9

Historic Environment

10.9 North Warwickshire has been shaped by human activity over many thousands of years, and the distinctiveness of its present landscapes and settlements reflects this

historic character. Amongst the more prominent features of its historic environment are remains of a number of monastic sites from the middle ages, whilst the economic exploitation of the Borough's geology has left a rich heritage of industrial archaeology. The 24km of canal system also adds to the industrial heritage of the Borough. The Warwickshire Historic Environment Record contains records of over 1350 archaeological sites, of which 29 are Scheduled Ancient Monuments. There are 579 Listed Buildings, 10 Conservation Areas and 3 Registered Parks and Gardens.

- 10.10 Apart from these discrete sites, the entire landscape has intrinsic historic interest which contributes to the local sense of place and is valued by residents and visitors. It has been systematically characterised through the national programme of Historic Landscape Characterisation, a regional programme of Historic Farmsteads Characterisation and a Countywide Historic Town Study and results of this work have informed this Core Strategy and will further inform the planning and design of developments.
- 10.11 The Historic Environment is a finite and non-renewable resource. 14 designated assets were identified by English Heritage as being 'at risk', mainly from disuse or neglect, in 2014⁷. Kingsbury Hall is undergoing major work and Astley Castle has seen major works completed. The Borough Council will continue to work with owners to seek ways of securing their future. The Borough Council has an on-going programme for updating the areas Conservation Area Appraisals and will undertake management plans for them where appropriate. It will seek opportunities for enhancement through development and links with other projects and partnerships.
- 10.12 The Borough recognises the role of the Historic Environment in shaping the distinctiveness of the Borough and in contributing to quality of life and quality of place. It is committed to protecting and where possible, enhancing its historic assets including identification of areas where development might need to be limited in order to conserve heritage assets or would be inappropriate due to its impact upon the historic environment. Proposals for new development should reflect this commitment, with design that reflects local distinctiveness and adds value to it. The re-use and restoration/conservation of historic buildings can be a catalyst for regeneration. The Council have successfully implemented a Conservation Area Partnership Scheme in Atherstone and will seek ways of building on this success including the use of Neighbourhood Plans in the promotion of positive improvements to the Borough's historic environment. Proposals which may have an impact upon the Borough's Historic Environment will be assessed in accordance with local and national policy and guidance."

LP15 Historic Environment

The Council recognises the importance of the historic environment to the Borough's local character, identity and distinctiveness, its cultural, social, environmental and economic benefits. The quality, character, diversity and local distinctiveness of the historic environment will be conserved and enhanced. In particular:

- Within identified historic landscape character areas development will conserve, enhance and where appropriate, restore landscape character as well as promote a resilient, functional landscape able to adapt to climate change. Specific historic features which contribute to local character will be protected and enhanced and,
- The quality of the historic environment, including archaeological features, Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens, Conservation Areas and any non-designated assets; buildings, monuments, archaeological sites, places, areas or landscapes positively identified in North Warwickshire's Historic Environment Record as having a degree of significance

meriting consideration in planning decisions, will be protected and enhanced, commensurate to the significance of the asset.

- Wherever possible, a sustainable reuse of redundant historic buildings will be sought, seeking opportunities to address those heritage assets identified as most at risk.

All Scheduled Ancient Monuments, Registered Parks and Gardens, Conservation Areas are shown on the Proposals Map.

Understanding the Historic Environment

All development proposals that affect any heritage asset will be required to provide sufficient information and an assessment of the impacts of those proposals on the significance of the assets and their setting. This is to demonstrate how the proposal would contribute to the conservation and enhancement of that asset. That information could include desk-based appraisals, field evaluation and historic building reports. Assessments could refer to the Warwickshire Historic Environment Record, Conservation Area Appraisals, The Warwickshire Historic Towns Appraisals, The Heritage at Risk Register and Neighbourhood Plans or other appropriate report.

Conserving the Historic Environment

Great weight will be given to the conservation of the Borough's designated heritage assets.

Any harm to the significance of a designated or non-designated heritage asset must be justified and will be weighed against the public benefits of the proposal.

Where a proposal affects the significance of a heritage asset, including a non-designated heritage asset, or its setting, the applicant must be able to demonstrate that:

- i) all reasonable efforts have been made to sustain the existing use; find new uses or mitigate the extent of the harm to the significance of the asset; and,
- ii) the works proposed are the minimum required to secure the long term use of the features of the asset that contribute to its heritage significance and interest are retained.

Additional evidence, such as marketing details and/or an analysis of alternative proposals will be required where developments involve changes of use, demolitions, sub-divisions or extensions.

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.

Traffic and the Historic Environment

New transport infrastructure including surface treatments, street furniture, signage, road markings and lighting will be expected to be designed so as to conserve and where appropriate enhance the significance of affected heritage assets and their settings.

Where Transport Assessments accompany development proposals, they must include an assessment of how townscape and the historic environment has been assessed and addressed within their respective proposals

Delivery of Strategic Objectives:

CS NW14, DM10

Nature Conservation~~Natural Environment~~

10.13 The Borough Council recognises the need to establish a coherent and resilient ecological network in order to contribute towards the Government's target of halting the loss of biodiversity by 2020. The ~~Core Strategy~~Local Plan aims to achieve this by providing robust protection for these biodiversity assets that have a significant role and function in the Borough's existing ecological network and by seeking enhancements and gains where deficiencies are identified.

10.13a The natural environment contributes towards the health and wellbeing of the community and provides many services such as pollination, flood alleviation and carbon sequestration: helping to adapt to climate change and creating a resilient environment.

10.13b For clarification habitats includes: Habitats, species and features identified under Section 41 of the National Environment and Rural Communities Act as a principal of importance; proposed and designated Local Wildlife Sites and Local Geological Sites; Local Nature Reserves; ancient woodlands and veteran trees; river corridors and canals; networks of natural habitats and legally protected species, including linear features and wildlife corridors, such as hedgerows.

10.13c All of these make a substantial contribution to the Borough's natural environment. The network however is not restricted to these sites but other features of biodiversity that add, buffer and link to the wider countryside, providing connectivity and facilitating species movement in response to climate change. There are also sites in other local authority areas which must also be considered, in particular, the River Mease Special Area of Conservation (SAC), Ensor's Pool SAC and the Cannock Chase SAC. Accumulative effects of development will be important considerations for both areas.

10.13d The Borough Council considers that virtually all habitats have a biodiversity value. The Warwickshire, Coventry and Solihull Green Infrastructure Strategy 9or subsequent update) sets out the local approach to Biodiversity Offsetting; where the impact of the development on biodiversity is assessed and offsetting used to compensate for any calculated loss. Offsetting is the creation and/or enhancements of off-site habitats, where the long term management and maintenance of habitat features is secured. Offsets should be created where they benefit local, regional or national ecological networks.

LP16 Natural ~~e~~ Conservation Environment

The Borough Council recognises the importance of the natural environment to the Borough's local character, identity and distinctiveness. The quality, character, diversity and local distinctiveness of the natural environment will be protected and enhanced.

Understanding the Natural Environment

All development applications that affect the natural environment will be required to provide sufficient information and an assessment of those proposals on the natural asset(s). The Council expects that surveys are undertaken by suitably qualified personnel and are consistent with nationally accepted standards i.e. British Standard 42020: Biodiversity – Code of practice for planning and development. Consideration will need to be given to the impact on the River Mease SAC and Cannock Chase SAC.

Conserving the Natural Environment

Sites of Special Scientific Interest (SSSI's) will be subject to a high degree of protection, in view of their national importance. Development adversely affecting a SSSI will only be permitted where the benefits of the development at these sites clearly outweigh the likely impacts on the site and any broader impacts on the national network of SSSI's.

Development that affects Sites of Regional and Local Importance for Nature Conservation will only be permitted where the benefits of the development outweigh the nature conservation value of the site and the contribution it makes to the Borough's ecological network.

Development that damages habitats and features of importance for nature conservation will only be permitted where there are no reasonable alternatives to the development taking place in that location. Where appropriate, developments will be required to help enhance these features and/or secure their beneficial management. Development ~~leading will be resisted where it leads~~ to the loss of irreplaceable habitats and features, such as ancient woodland or veteran trees will only be permitted where unless it can be demonstrated there are overriding reasons and benefits that outweigh the loss.

Development should help ensure that there is a net gain of biodiversity and geological interest by avoiding adverse impacts first then providing appropriate mitigation measures and finally seeking positive enhancements wherever possible. Where this cannot be achieved, and where the development is justified in terms of the above criteria, the Local authority will seek compensation to ensure that net gains to biodiversity are achieved from the development. The Warwickshire, Coventry and Solihull Biodiversity Impact Assessment calculator will be used to assess the changes to biodiversity resulting from the development and Biodiversity Offsetting will be used where net gain cannot be achieved within the site boundary. and will consider the use of biodiversity offsetting as a means to prevent biodiversity loss. In doing so, offsets Offsets will be sought towards enhancements of the wider ecological network in the Borough or sub-region in line with local, regional and national priorities for nature conservation

Encouragement will be given to the planting of street trees, wherever possible.

Delivery of Strategic Objectives:

CS NW15

Green Infrastructure

10.14 Green Infrastructure (GI) is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens. The Borough already has higher than average accessibility to woodland providing an excellent basis from which to develop a Borough wide network. However there are still local deficiencies which need to be tackled as well as the creation of further woodlands helping to extend corridors.

10.15 The Borough Council along with other authorities in the sub-region and Natural England have developed a Sub-regional Green Infrastructure Strategy. This strategy

has established criteria to identify sub-regional Green Infrastructure assets of Landscape, Accessibility and Biodiversity importance. The Borough is also a partner in the Coventry, Solihull and Warwickshire Biodiversity Offsetting pilot. Biodiversity Offsetting provides a standardised mechanism for quantifying and delivering compensation where adverse impacts on biodiversity cannot be avoided or mitigated on site. The outcome of this work and any additional local work will be taken forward in other Development Plan Documents as well as an explanation of how the formulae and offsetting will be translated into further guidance. Policy will need to set clear standards for when and how biodiversity offsetting may be used within the planning system.

10.16 The two canals in North Warwickshire can contribute towards the provision of significant local and strategic Green Infrastructure, as they provide important wildlife corridors and can support significant biodiversity along their length. The definition of Green Infrastructure includes “blue infrastructure and blue spaces” such as waterways, towpaths and their environs. They also provide important open spaces. Further detail on the definition of “Green Infrastructure” can be found in the Glossary.

10.17 Opportunities exist throughout the Borough where development takes places. In particular the use of mineral sites provides an opportunity to create links and for biodiversity offsetting potential. For example the quarry sites of Purley, Jubilee and Oldbury. Offsets would be sought towards enhancements of the wider ecological network in line with local, regional and national priorities for nature conservation. In addition, the development of HS2 will also provide a corridor in its own right but equally could cause links across the railway line to be broken.

LP17 Green Infrastructure

Development proposals must where appropriate, demonstrate how they contribute to maintaining and enhancing a comprehensive and strategically planned Green Infrastructure network, where appropriate. With reference to the sub-regional Strategy for Green Infrastructure and the local Green Infrastructure resource development should:

- Identify, maintain and enhance existing Green Infrastructure assets;
- Optimise opportunities to create links between existing Green Infrastructure within the district and to surrounding sub-regional networks;
- Help deliver new Green Infrastructure assets where specific need has been identified.

Where new Green Infrastructure cannot be provided on site, or where an existing asset is lost or adversely affected, contributions will be sought towards wider Green Infrastructure projects and improvements within the district or, where appropriate, in the sub-region.

Delivery of Strategic Objectives:

CS NW16

Tame Valley Wetlands Nature Improvement Area (NIA) including Kingsbury Water Park

10.18 The River Tame and its vValley extends from the Black County across Birmingham into to North Warwickshire, through Tamworth and beyond. It is an important ecological area which is a regional asset that needs to be proactively considered and where possible enhanced as a tourist destination. The area has many functions –

wildlife, flood storage, nature, and tourism. This is particularly true of the Tame Valley Wetlands, which cover the whole of the Tame Valley in North Warwickshire (and North Solihull, Castle View and Tamworth) covering the Birmingham & Fazeley Canal and the River Tame and tributaries, including the River Cole, Rover Blythe SSSI, Rover Bourne and River Anker. The Tame Valley Wetlands is designated as a Nature Improvement Area and is shown in Appendix XX.

10.18a The Tame Valley Wetlands has been designated as a Nature Improvement Area (NIA) by the Warwickshire, Coventry and Solihull Local Nature Partnership in October 2016. NIA's are recognised in the NPPF as important areas. The area includes many sites important for nature conservation: there 5 SSSI's and 12 LNRs which are statutory sites plus a further 48 Local Wildlife Sites of county importance. The NIA is delivering aspects of the Local Nature Partnerships strategic vision.

10.18b NIA's were established to create joined up and resilient ecological networks at a landscape scale; a mechanism identified in the Government's 2011 White Paper to help us leave our natural environment in a better state than we inherited it. They are designated by the Local Nature Partnerships and consist of areas with opportunities to establish and improve ecological networks via a shared vision for the natural environment, which will also offer multiple benefits to the community.

10.19 The Tame Valley Wetlands Landscape Partnership ~~has~~ focuses ~~on~~ part of the Tame Valley area lying within North Warwickshire. The Partnership is led by Warwickshire Wildlife Trust and the Borough Council is a partner of this group which is seeking to enhance the area for people and wildlife. The Vision for the NIA "is to create a wetland landscape, rich in wildlife and accessible to all" by working with a range of partners, organisations, landowners and the local community. This will be achieved by taking a landscape-scale approach to restoring, conserving and reconnecting the physical and cultural landscape of the Tame Valley. Be re-engaging local communities with the landscape and its rich heritage, a sense of ownership, understanding and pride will be nurtured to ensure a lasting legacy of restoration and conservation.

10.19a Opportunities exist within the NIA to adopt a landscape-scale approach to nature conservation in order to protect habitats and species as they adapt to a changing climate, engage communities and promote sustainable tourism and land management so as to improve the social and economic wellbeing, and secure continued funding for the landscape.

10.20 Part of the valley includes the Kingsbury Water Park. Kingsbury Water Park grew out of the old, gravel workings in 1975 and has become a haven for bird watchers and walkers alike, attracting over 100,000 visitors per annum. It is an important local and regional visitor attraction providing important habitats as well as camping and visitor facilities. The route of Phase 2 of HS2, as suggested, will go through the site and potentially affect many of the buildings. The Borough Council recognises the importance of the site to both the local area and region. It therefore wishes to indicate its support for its continued existence which may require replacement of the buildings within the envelope of the site.

LP18 Tame Valley Wetlands NIA including Kingsbury Water Park

Encouragement will be given to the maintenance and enhancement of the Tame Valley Wetlands NIA to encourage greater connectivity across the landscape - both in terms of (i) bigger, better and more joined up habitats and (ii) responsible and safe access for people – in keeping with the Vision for the area and Policy LP17.

Encouragement will be given to natural flood management opportunities and the restoration of water courses in line with Policy LP 35.

Where no local mitigation for habitat loss can be provided, the Tame Valley Wetlands NIA will be identified as a potential recipient site for appropriate and high quality habitat mitigation and offsetting projects.

The Tame Valley Wetlands NIA will be supported and used by the Borough Council as a flagship example of an important landscape to protect and enhance, and where effective partnership working at a landscape-scale is taking place through the Tame Valley Wetlands Landscape Partnership.

Replacement buildings as a result of the proposed HS2 will be permitted elsewhere within the Kingsbury Water Park, as shown on the Proposals Map, to ensure its continued existence.

Delivery of Strategic Objectives:

None

Local Nature Reserves

10.21 The Borough Council control a number of sites which have potential for enhancing and improving biodiversity and the natural environment while facilitating access for educational, recreational needs and community health and well-being. Some sites are already accessible and serve their communities as informal recreation, providing natural open space. Those that are currently not accessible there is the intention to develop as Local Nature Reserves and further facilitate access and biodiversity improvements. The proposed- designated Local Nature Reserves are Dafferns Wood, New Arley; ~~River Anker, Atherstone~~; Abbey Green Park, Polesworth and Cole End Park, Coleshill. There is a proposed Local Nature Reserve along the River Anker, Atherstone

10.22 Daffern's Wood is about 2.42 hectares in size and was purchased by North Warwickshire Borough Council in 1992. It once was part of Arley Wood which in turn was part of the Arden Forest covering most of Warwickshire. The wood is classified as Ancient Woodland. Ancient Woodland is an important habitat for many rare and threatened species of animals and plants. Ancient Woodlands date back to 1600 or before and developed naturally (without manmade planting). Only 20% of the total wooded area in Britain is Ancient Woodland making its preservation and management of great importance.

10.23 The Riverside site is located behind the Carlyon Road industrial estate in Atherstone. The area is a small but long band of grassland following the river Anker with a narrow band of newly planted trees screening the rear of the industrial units. Running through the area is a public footpath which leads to a bridge over the river and links the area with Witherley in Leicestershire and other walking routes.

10.23a Kingsbury Meadow in Kingsbury – need to add text

10.24 The River Anker flows through the Abbey Green site in Polesworth. The silted up channels and reed beds make it an interesting area to develop for wildlife. The aim

is to create a riverside wildlife area following the Anker and creating a focal point for the park. There is also potential to create a riverside walk and ~~perhaps~~ fishing platforms.

- 10.25 The project in Coleshill ~~would~~ focuses on the area of the park south of the River Cole, in particular the area linking the children's play area accessed from Old Mill Road with the park. This area is currently boggy and overgrown with the invasive weed Himalayan Balsam. The project ~~would~~ will create a nature walk from the play area and ~~possibly~~ areas of native planting, wildflower meadow and woodland within this part of the park.

LP19 Local Nature Reserves

The following sites are designated as Local Nature Reserves and are shown on the Proposals Map:

- Dafferns Wood, New Arley
- Riverside, Atherstone (proposed to be designated)
- Kingsbury Meadow, Kingsbury
- Abbey Green Park, Polesworth
- Cole End Park, Coleshill

The sites will be protected and enhanced.

Delivery of Strategic Objectives:

SAP LNR1

Green Spaces

- 10.26 Open spaces, whether publicly or privately owned, are important within settlements as they break up the built form and contribute to local identity. The Council's Green Space Strategy (2008) identified that there were sufficient number of green spaces throughout the Borough but it was the quality of these that needed to be improved. However this study was carried out when the growth within the Borough was relatively low compared to the growth potentially taking place up to 2033⁴. The Strategy is currently under review and will be available ~~mid~~ by the end of 2017. The results of the study and strategy will feed into consideration of sites in the future.

LP 20 Green Spaces

The Green Spaces as shown on the Proposals Map will be retained ~~as such~~ protected and wherever possible enhanced.

The Green Space Strategy will provide information which will be used determining the

Neighbourhood Plans may designate additional areas.

Delivery of Strategic Objectives:

DM5, SAP OS1

Chapter 11 Services & Facilities

11.1 Local Services and facilities are an important element in ensuring the vitality of the towns, villages and hamlets in the Borough, including social, health and cultural infrastructure. The Local Plan will protect and support local services and facilities across the Borough and will ensure community involvement in the consideration of the means of achieving this. Further advice and guidance will be developed.

11.2 Retail uses will be focused towards the Market Towns to help maintain their viability and vitality. Existing retail uses will be protected in accordance with the settlement hierarchy and developed further within the site allocations plan.

11.3 The most common types of facilities found in our towns and villages are as follows:

COMMUNITY FACILITIES

Allotments, Cemeteries, Clinics, Colleges, Health Centres, Indoor Sports Facilities, Libraries, Local Authorities Offices, Places of Worship, Playgrounds, Fire Stations, Police Stations, Schools, Sports Facilities, Sports Grounds & Fields, Village Halls, Surgeries, Theatres, Social Club, Youth Centres & Venues for Community Art/Crafts.

11.4 Poor health and in particular obesity, is an issue throughout the Borough, but with some local high concentrations. In addition there is increasing concern over betting. Planning cannot restrict takeaways or betting shops completely. Where there is a local problem local policies may seek to restrict the number of takeaways or betting shops, other uses in order to maintain the variety of retail uses and to assist in achieving a healthy resident population.

LP21 Town Centres and Neighbourhood Centres

A Town Centre Boundary with a defined Core Shopping Frontages zone is defined on the Proposals Map for the Market Towns of Atherstone with Mancetter, Coleshill and Polesworth with Dordon.

The following areas are designated as Neighbourhood Centres:

1. Browns Lane & New Street Shopping parade, Dordon;
2. Jubilee Court, Tamworth Road, Kingsbury;
3. Station Buildings, Birmingham Road, Water Orton; and,
4. 82 to 102 Coleshill Road, Chapel End, Hartshill

Within the Core Shopping frontages and Neighbourhood Centre shopping parades further loss to non-retail uses such as hot food takeaway, estate agents or other A2 (Non Deposit-taker) and A3 uses will be restricted unless:

- clear evidence is available justifying the loss and change of use, and
- there will be no adverse impact on the retail choice and availability in the frontage or centre.

Proposals that would have a detrimental impact on the viability and vitality of centres will not be permitted.

Disproportionate Concentration

The disproportionate concentration of uses will not be supported. The following factors will be taken into account: the existing mix of uses, the impact on customer behaviour, the proximity of education establishments, the deprivation levels in the area and the cumulative highway and environmental impacts. Robust justification using a sequential approach will be required to avoid a disproportionate concentration of uses.

Delivery of Strategic Objectives:

DM13, SAP

11.5 The provision of new and the maintenance of existing services and facilities is an important consideration for the Borough Council. It is these services and facilities that make a settlement work for both the existing and future residents. They are also important for the local business community. It is expected larger settlements will have a wider range of services and facilities that fit with their place within the settlement hierarchy.

LP22 New Services and Facilities

Development proposals for new shopping, office, entertainment, hotel and leisure uses together with new community, social, health and education facilities or mixed residential/commercial uses should be directed towards the town centres of the Market Towns or within the development boundaries of the Local Service Centres. Each such development should be commensurate in scale and nature with the role and function of the settlement concerned and the size of the catchment area such that it does not result in adverse highway, environmental or viability and vitality impacts.

Dual or multiple uses of sites or “hubs” providing services and facilities for individual or groups of settlements will be encouraged.

In all developments over 15 units the impact on the provision of services and facilities must be considered and where there is an impact this must be addressed. Within housing sites larger than 100 units land and / or financial contributions will be sought to enable the provision of additional services and facilities to take place.

Delivery of Strategic Objectives:

DM13

LP23 Loss of Services and Facilities

Proposals resulting in the loss of an existing service or facility, such as health care premises and also including retail uses, which contribute to the functioning of a settlement or the public health and well-being of its community, will only be supported if:

- a) an equivalent facility or service is wholly or partially provided elsewhere, in an equally or more accessible location within that settlement;
- b) the land and buildings are shown to be no longer suitable for continued use in terms of their location, design and/or construction,

- c) it can be demonstrated by evidence that there is no realistic prospect of an alternative service or facility using the site, such as through an appropriate marketing campaign or the internal procedures of the parent organisation; and,
- d) its loss will not harm the vitality of the settlement.

In particular the loss of retail uses within town centre boundaries and particularly within defined neighbourhood centres and primary shopping frontages as defined elsewhere in this Plan, will only be supported if it can be shown that there is no reasonable prospect of retention of the use; occupation by an alternative retail or mixed community/retail use, or that there would be no adverse impact on the retail choice and availability. Mixed use proposals, including those with residential uses, will be appropriate.

Delivery of Strategic Objectives:

DM13

Recreational Provision

- 11.6 As part of any development it is important that provision is made for recreation whether this is indoor or outdoor. The health and wellbeing benefits of such provision can improve the quality of life for residents.
- 11.7 Work is currently being undertaken to update the Council's Open Space, Sport & Recreation Audit and Green Space Strategy and the North Warwickshire Playing Pitch Strategy and a review of Leisure Services built facilities. This is expected to be completed by ~~mid~~ the end of 2017. This work will feed into the future plans of the Borough Council and also will influence advice and guidance given on development proposals. All proposals will take account of this updated evidence when published.
- 11.8 Long term maintenance is a key issue. Therefore improvements may be more appropriate to improve off-site facilities / sites rather than creating new on site provision. This will be particularly relevant to smaller scale sites. A review is

LP24 Recreational Provision

Development proposals will be expected to provide a range of new on-site recreational provision such as parks and amenity space, sport or recreation facilities and semi-natural areas such as woodland wherever appropriate to the area and to the development.

The design and location of these spaces and facilities should be accessible to all users; have regard to the relationship with surrounding uses, enhance the natural environment, protect and improve green infrastructure and link to surrounding areas where appropriate.

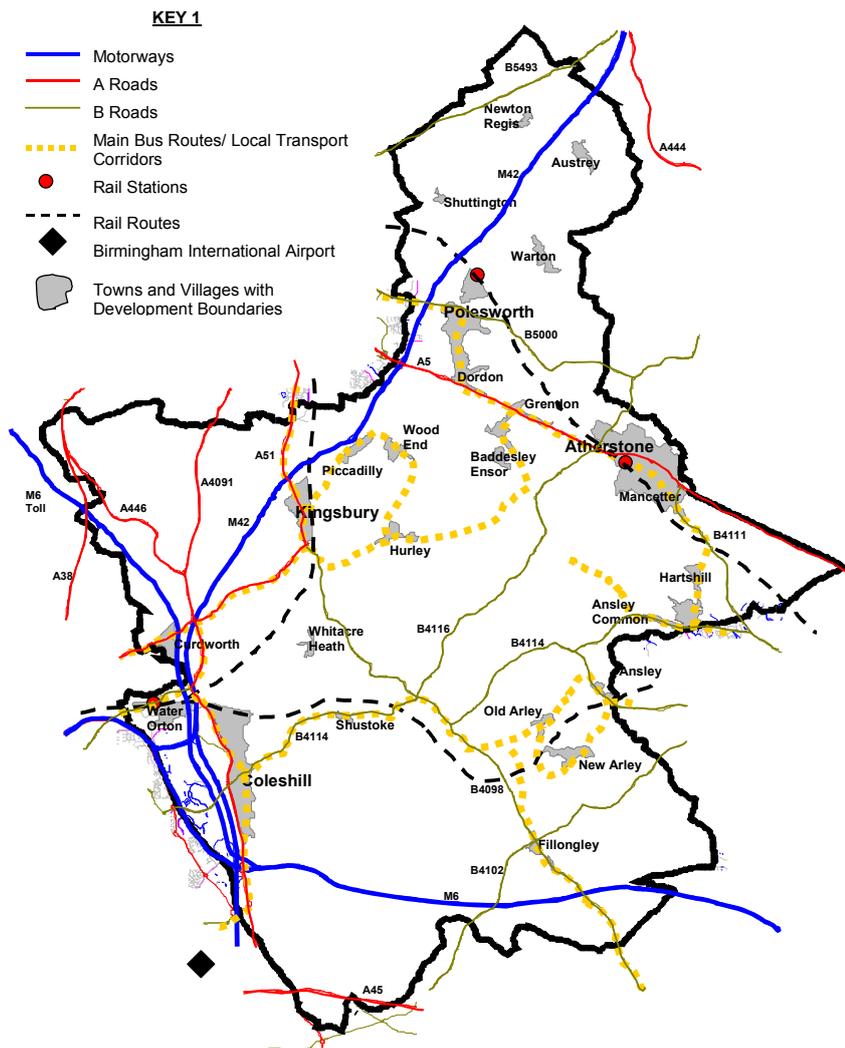
The Council will require the proper maintenance of these areas and facilities to be agreed. Where on-site provision is not feasible, off-site contributions may be required where the developments use leads to a need for new or enhanced provision.

Delivery of Strategic Objectives:

Chapter 12 Transport

12.1 Transport, especially in a rural area, gives everyone the means of accessing services and facilities as well as jobs and training. The Core Strategy seeks to maintain and improve public transport links between the Market towns, Local Service Centres and other villages to help sustain a viable local economy. The Borough Council will pursue transport improvements through development and will seek mitigation measures from any transport developments.

Figure 3 Transport Network in North Warwickshire



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12.2 With the development of High Speed rail and the new Station at the NEC there are implications on road traffic that will need to be carefully considered and mitigated against, especially through the rural roads of North Warwickshire. Opportunities will be sought to improve public transport links in to the rural parts of North Warwickshire and improve access to a wider range of services and facilities.

12.3 Birmingham International Airport is close to the western boundary of the Borough. It is near to junctions on the M6 and M42 and there is a direct rail link from the airport

to Birmingham. Two bus routes travel to the airport through the Borough from Nuneaton and Atherstone.

- 12.4 The proximity of the airport brings significant economic benefits and opportunities to North Warwickshire. However disturbance is caused along the flight-paths over residential areas. Airport traffic is a factor in the growth of road traffic in the Borough and the presence of the airport has created a demand for remote vehicle parking. The Borough Council will seek improvements to public transport wherever possible.
- 12.5 Arrangements are in place to consult with the Civil Aviation Authority on the height of proposed development in the Borough. Maps showing safeguarded areas for Birmingham International and Coventry airports can be viewed at the Borough Council offices.
- 12.6 It is important that when development proposals are submitted elements of transport are considered. A Strategic Transport Assessment is being updated for the Plan as a whole but individual site considerations will still be necessary. In addition the Borough Council has a priority of reducing the “killed and serious accidents” year on year.
- 12.7 Transport Assessment and Travel Plans are an important element in determining if a development can be carried out in a workable way without leading to traffic problems.
- 12.8 The Borough has a number of level crossings on the rail network. Development will need to address its impact where necessary to avoid any adverse impact or interference to the rail network. Potentially where there is an expected increase in people using a level crossing then early discussions need to take place with Network Rail and consideration should be given to the replacement of the crossing with a bridge.

12.8a Warwickshire County Council, in partnership with the Borough Council and a range of other organisations, is preparing a Transport Strategy for the Borough. This will bring together, into one document, the long term strategy for transport improvements throughout the Borough. The strategy will consider the implications of development taking place both in and around the Borough. It is expected that this will be completed by spring 2018.

LP25 Transport Assessments

Transport Assessments will be required to accompany development proposals which will generate significant amounts of movement as outlined in Appendix X to this Plan. Assessments will also be required where there is a cumulative effect created by additional floor space or traffic movement on the site or in the vicinity, or where there are demonstrable shortcomings in the adequacy of the local transport network to accommodate development of the scale proposed.

These Assessments should address impacts on both the local and strategic highway networks and should be scoped so as to be bespoke to the nature of the development proposals. They should also ensure that proposals provide appropriate infrastructure measures to mitigate the adverse impacts of development traffic and other environmental and safety impacts either individually or cumulatively. Appropriate provision for, or contributions towards the cost of any necessary highway improvements should also be addressed. Widening opportunities to access new developments for all sections of the community will need also to be addressed through the provision and enhancement of public transport services and facilities together with walking and cycling facilities.

The Assessments should assess the impact on level crossings in the vicinity of the development.

Travel Plans will be required to be submitted alongside these Assessments.

Travel Plans

Development will be expected to link with existing road, cycle and footpath networks. Developments that are likely to generate significant amounts of traffic and particularly larger developments will be expected to focus on the longer term management of new trips; encourage the use of public and shared transport as well as appropriate cycle and pedestrian links. Increasing the opportunity to access these developments for all sections of the community should be addressed. This will be secured through a Travel Plan and/or financial contributions which will be secured either through planning conditions or the provisions of Section 106.

Delivery of Strategic Objectives:

DM5, DM14

Rail

- 12.9 Rail also plays an important role in the Borough with the Trent Valley line/ West Coast mainline and the Cross Country line. There are four stations in the Borough. Atherstone and Polesworth are on the Tamworth to Nuneaton stretch of the West Coast Mainline. Water Orton is situated along the Leicester and Nuneaton line to Birmingham. During 2008 a new station called Coleshill Parkway opened. There are two intermodal rail freight facilities at Hams Hall and Birch Coppice. These routes and stations are shown in Figure 3.
- 12.10 Local rail services have improved since the 2006 Local Plan. Services have been improved to Atherstone and the new station in Coleshill has meant greater patronage. Polesworth is virtually closed with only one service in the morning going north. In patronage terms Atherstone has seen an increase of 125% between 2013/14 and 2014/15. Use of Water Orton station has reduced slightly whilst Coleshill Parkway continues to increase.
- 12.11 Kingsbury once had a railway station and a replacement station is still being pursued by Centro, alongside the Camp Hill Chord proposals for the Birmingham to Lichfield line that passes through Kingsbury past Dosthill and on to Tamworth. This has been a long standing proposal having been included in Warwickshire's Local Transport Plan 3 and ~~is saved~~ policy TPT4 from the North Warwickshire Local Plan 2006. In addition Network Rail have highlighted in the West Midlands Route Utilisation Strategy and the Initial Industry Plan, the need to improve the rail access to Birch Coppice/Kingsbury Depots, which would facilitate new and enhanced passenger rail services on the Birmingham to Tamworth rail corridor. These schemes are now being advocated through the West Midlands Combined Authority which recently won the franchise to run the rail services within the West Midlands. 9 new rail routes are being sought into the City.
- 12.12 A new station on the Birmingham to Nuneaton line is included in the Warwickshire Local Transport Plan. Although the exact location is not known it is in the Arley area.

12.13 The improved provision of train services to Atherstone is supported. Investment has been made to improve the platforms and the train information signage. Further improved train services were introduced in December 2012 which cut the journey time to London by a further 20 minutes. There remain issues over car parking and access to the western platform under the bridge on the Watling Street. Lighting has been improved and the footbridge has been removed. However, replacement of the footbridge is still supported. In addition, opportunities to improve parking for both the station and the town will be pursued.

12.13a Polesworth Station has remained “open” only through the stopping of one train per day in one direction. With the proposals for development in and around Polesworth and Dordon work will be carried out to investigate the reopening of the station. This will also consider whether the current site is the best location for a station in the 21st Century.

LP26 Stations

Existing Stations

Further improvements will be encouraged and sought at existing stations. In particular:

- improved car parking facilities will be explored for Atherstone Railway Station
- improved services, provision of new footbridge and parking facilities at Polesworth Station
- improved connectivity to and between all railway stations to ensure integrated facilities for buses, walking and cycling.

New Railway Stations

Land west of Railway Bridge at Spring Hill, Arley and land adjoining Trinity Road Railway Bridge, Trinity Road, Kingsbury are safeguarded new stations and are shown on the Proposals Map.

Feasibility work will be carried out to assess the possibility of re-opening Polesworth Station. If this is not possible then the study will investigate the relocation of the station. The area of search will be along the WCML southwards from the current station.

Delivery of Strategic Objectives:

CS NW21, SAP TP1, DM14

12.14 In January 2012 the Secretary of State announced the route for the first phase of HS2 (High Speed Rail) between London and the West Midlands. This travels through the Borough northwards from the NEC along the Tame Valley up to Middleton and then on to Bassett's Pole. A route also comes out of and goes in to Birmingham to the south of Water Orton. The safeguarded route is shown on the Proposals Map.

12.15 ~~The next Phase 2b phase~~ of the route to Leeds via the East Midlands and to Manchester was published in January 2013. The Leeds leg follows the route of the M42 from a junction near Lea Marston, past Polesworth and then heads towards Ashby. The formal announcement of the route ~~is expected in~~ was made in November 2016.

- 12.16 The full impact of the proposals will not be known for some time, but increased traffic, especially through the rural countryside close to the new railway station and monorail depot to the east of the M42 near to the NEC, is likely. Improved public transport connections will be extremely important to mitigate this impact as well as substantial landscaping and absorptive noise barriers along its route. Other mitigation measures, including community benefits will be needed and will be progressed through discussions with HS2 Ltd and the Department of Transport. Pressure for development around the new HS2 railway station at the NEC will be resisted.

LP27 Railway Lines

High Speed Rail

The line of the proposed High Speed 2 ~~railway~~ Phases 1 ~~and 2b railway~~ through North Warwickshire will be safeguarded and ~~is~~ are shown on the Proposals Map.

~~The line of the High Speed 2 Phase 2 railway through North Warwickshire will be safeguarded when it is published. Until this time, the line will be treated as a material planning consideration of significant weight.~~

Connectivity between the line and the settlements of North Warwickshire will be improved through work with developers, the nominated undertaker, government organisations (including Highways England and the Department of Transport) and funding agencies.

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

Safeguarding of Rail Routes

The former Baddesley Mineral Railway line between Baddesley Colliery and Birch Coppice (Safeguarded Route RR1) and the route of the former Whitacre Line between Hampton in Arden to Whitacre will be safeguarded (Safeguarded Route RR2) to allow for the reinstatement of the route or if this is not possible then as a recreational cycle route.

No development will be permitted which would sever or prevent the future use of the routes as a railway or other form of transport unless a suitable diversion or alternative is provided.

Delivery of Strategic Objectives:

CS NW21, SAP SR1, DM14

Road

A5

- 12.17 The A5 is an important part of the Strategic Road Network and forms a key arterial route through the Borough. The A5 is an important strategic route for the sub-region and nationally but it is also an important local road serving the local community. It therefore has both local and national significance.

12.18 The Borough Council has been working with 14 other local authorities and the Highway England to develop a Strategy for the A5. As a trunk road its maintenance and improvements essentially lies with Highways England, who are developing and reviewing their Route-wide Strategies. The A5 is one of these key routes.

12.19 There is growth proposed along the A5 both within and outside of the Borough. It is difficult to see how the current road will be able to cater for such growth without substantial investment. Investment will unlock a number of development sites. Any growth along its route will need to carefully consider the implications of additional traffic.

12.19a The Strategic Transport Assessment 2017 confirms that development can take place along the A5 but it is limited unless there is substantial investment in the route. The Borough Council is working with a range of agencies and organisations to ensure that it can be improved to ensure the delivery of all of the development proposed within this Plan.

A446

12.20 In addition the A446 runs parallel to the M42 and is another major route through the Borough which has both local and national significance. As part of the HS2 proposals the bridge over the River Tame will be built so the road can be dualled in the future. Investment will be sought to complete this work so that the road is fully dually south of Dunton Island (junction 9 M42).

LP 28 Strategic Road Improvements

A5

A study has been undertaken in respect of the future of the A5 Trunk Road and the outcome of this will become a material planning consideration in respect of future development proposals that might impact on the A5.

The Council will work alongside the appropriate Agencies to develop the A5 Strategy and options and funding opportunities for its dualling.

Land to the north of Grendon through Site RH1 will be protected from any development to ensure the dualling of the A5 can take place. If RH1 is brought forward for development no part will prejudice the implementation of the future dualling of this route.

When the dualling of the A5 trunk road has been implemented the existing Watling Street will be down graded, wherever possible, and walking, including the provision of pedestrian crossings, and cycling routes will be actively encouraged and promoted.

A446

Improvement of the A446 including the dualling over the River Tame will be sought as well as improved cycling links.

Delivery of Strategic Objectives:

CS NW21, DM14

Walking and Cycling

12.21 Walking and cycling can bring mental and physical health and wellbeing benefits. Encouragement will be given wherever to improve and expand the walking and cycling routes throughout the Borough. Canal towpaths can also provide the opportunity for non-vehicular traffic free routes.

12.21a The *Northern Warwickshire Cycleway* covers approximately 35 miles around the Borough with more localised routes in Atherstone, Polesworth, Coleshill and Kingsbury. This provides for leisure uses. There has been little in the way of cyclist provision for commuters, apart from that proposed at the Station at Hams Hall. The Borough Council will pursue the introduction of improved cycling and pedestrian links throughout the Borough. This will also have health benefits and will be supported through the recently announced Cycling and Walking Investment Strategy by Central Government as well as support the A5 Sustainable Travel & Transport Strategy.

LP29 Walking and Cycling

The Borough Council will develop a Walking and Cycling Strategy.

All developments should consider what improvements can be made to encourage safe and fully accessible walking and cycling.

Encouragement will be given to establishing and promoting responsible access to the natural environment, for example in the Tame Valley Wetlands NIA.

Delivery of Strategic Objectives:

DM14

12.22 Within the Borough there remain a number of level crossings, many public footpaths. With both increased frequency of trains, speed of trains and a higher population there are increased safety concerns. Network Rail will seek closure of level crossings, and either replacement with a footbridge or inclusion of a diversionary route where there is an increase in type or volume of users.

LP30 Level Crossings

Contributions will be sought where proposals impact on level crossings to mitigate the impacts of those developments. Wherever possible level crossings will be closed, and either replaced with a footbridge or by a diversionary route.

Chapter 13 Development Considerations

- 13.1 The Council recognises the importance of sustainability. In this respect, all development should demonstrate that it is sustainable. This will be achieved by being well designed, laid out and constructed in a manner to ensure the long term retention, adaptation and re-use of premises; where services and facilities link and support development they must be protected and improved where necessary; and that promotion of sustainable transport is prioritised, as there is a reliance on private vehicular transport. This is in line with the Government's intentions towards sustainable patterns of movement.
- 13.2 High quality design and place making should be the aim of all those involved in the development process. This policy aims to ensure that a high quality of design is achieved in North Warwickshire. The Policies in this section retain the approach taken in the existing Core Strategy and 2006 Local Plan.
- 13.3 Development proposals will be expected to adopt principles of good design so that they make a positive contribution to the character and quality of the area. Regard should therefore be had to good practice set out in '*By Design – Urban Design in the Planning System: Towards Better Practice*' (DETR/ CABE 2000) and '*By Design - Better Places to Live*' (DTLR 2001)
- 13.4 Reference should also be made to design SPG produced by the Council. This includes 'A Guide for Shop Front Design', 'A Guide for the Design of Householder Developments' and 'A Guide for the Design of Lighting Schemes'. In addition to this the Council plans to prepare further design guidance. The timetable for this will be brought forward through the Local Development Scheme.
- 13.5 Equal opportunities are an increasingly important matter in planning. Recent legislation sets out the Council's obligations in ensuring that development is suitable for people of all ages, abilities and backgrounds. In addition, promoting healthy and active lifestyles is a key local priority, as set out in the North Warwickshire Sustainable Community Strategy⁶.
- 13.6 Open spaces, whether publicly or privately owned, are important within settlements as they break up the built form and contribute to local identity. Settlement Character Assessments will be undertaken to identify public spaces within the settlements and will seek to protect and enhance them. The Council's Open Space, Sport & Recreation Audit and Green Space Strategy⁷ and the North Warwickshire Playing Pitch Strategy identify existing shortfalls in provision, as well as further classifying the importance of existing open spaces and working to improve and protect sports facilities across the Borough.
- 13.7 People within the Borough should be able to enjoy places without undue disturbance or intrusion from neighbouring uses. This protection of amenity in the public interest accords with paragraph 66 of the National Planning Policy Framework. The Council will look to protect and improve, where possible, living and working conditions through development proposals, which will be enforced by planning conditions or through the Council's Environmental Health powers.

⁶ North Warwickshire Community Partnership, 2010; North Warwickshire Sustainable Community Strategy

⁷ NWBC, 2008; North Warwickshire Green Space Strategy

- 13.8 The Rivers Tame, Blythe and Anker are all wildlife sites in the Borough. All are at risk of pollution, particularly the River Blythe, which is a Site of Special Scientific Interest. In addition, despite flood alleviation works in some parts of the Borough, a significant amount of residential and employment land along and near these corridors is at risk of flooding.
- 13.9 The Council has been monitoring and reporting on air quality across North Warwickshire for several years. An air quality review and assessment in 2000 concluded that the national objective levels for nitrogen dioxide would not be achieved beyond 2005 at an isolated farmhouse. The exceedance of the objective level was due to the dwelling being at the point where the M6 and M42 motorways converge to the south of Coleshill and this was subjected to significant vehicle emissions from congested traffic. As a result an Air Quality Management Area (AQMA) was declared in this location and a continuous automatic monitoring station was acquired to monitor more closely nitrogen dioxide and other pollutant levels in the vicinity. The monitoring carried out in recent years has not found any new objective level exceedances. However it has shown a continued reduction in annual mean nitrogen dioxide levels at the affected farmhouse within the Air Quality Management Area (AQMA). During a round of assessment in 2012 it was proposed to revoke the AQMA as it no longer exceeded the objective level for nitrogen dioxide and the farmhouse was no longer a relevant receptor. This course of action was agreed by Defra and as a result the AQMA was formally revoked by the Borough Council and the Revocation Order came into effect on 1st February 2013. The automatic monitoring station was subsequently decommissioned
- 13.9a Nitrogen dioxide levels are being monitored at various locations across North Warwickshire. If air quality levels worsen this could result in a future AQMA. The Borough Council is continuing to work in partnership through the Coventry and Warwickshire Air Quality Alliance, which is made up of the Borough, Districts County Council and City Council as well as and Public Health England.
- 13.9b The Council seeks to reduce this risk by minimising surface water run-off to these rivers through the appropriate location of new development and requiring Sustainable Drainage Systems (SuDS) and other appropriate attenuation measures. In line with guidance, where there is considered to be a risk of flooding, developers will be required to conduct a Level 2 flood risk assessment as a Level 1 Strategic Flood Risk Assessment was carried in 2009. Recommendations from this study will be used as guidance and included in future Development Plan Documents. In addition, ponds and ditches form an important natural drainage function that should, where possible, be protected and enhanced, especially as they can also result in environmental enhancement and provide benefits to wildlife.
- 13.10 The raw material, heavy infrastructure and disposal needs of the adjacent Birmingham conurbation and other nearby major urban areas have resulted in additional pressures on the Borough's land resources, including potential contamination. The Borough still has a legacy from extensive coal mining and other extraction. The Minerals and Waste Core Strategies will address specific detailed policies including how to assess viability of sites. Whilst the County Council sets out the strategic approach for mineral extraction and waste disposal, the Borough retains control over contaminated land issues. In line with national requirements and the intentions of the Council's Environmental Health section to identify and reduce the amount of contaminated land across the Borough, development proposals must identify contaminated and potentially contaminated land and secure land remediation where appropriate. Such identification may be necessary prior to determination of proposals depending on the sensitivity of the end use. In addition, strict control of the

use and disposal of hazardous substances is necessary to safeguard land, premises and people.

- 13.11 Waste should be considered as part of the design of any development. This can be done through Site Waste Management Plans (SWMP's) or their successor. Attention should be given to opportunities to minimise the generation of waste as a by-product and development and ensuring waste arising and managed sustainably.
- 13.12 Development proposals particularly of facilities which attract members of the public will need to consider the measures it will need to take to make the sites as safe as possible and to deter terrorism.
- 13.13 'Secured by Design' (now owned by the Mayor's Office for Policing and Crime, MOPAC, on behalf of the UK police services) and NaCTOS (The National Counter Terrorism Security Office) provide on-line advice and guidance towards designing out crime and reducing vulnerability to the potential impact of terrorism in new development schemes as part of sustainable development proposals. The local police's Crime Prevention Design Adviser (CPDA) will also be able to provide advice on measures addressing particular types of crime or anti-social behaviour for both specific developments, or Design and Access Statements where compliance with the Secured by Design award scheme is sought.

LP31 Development Considerations

Development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Development should:

1. Be targeted at using brownfield land in appropriate locations reflecting the settlement hierarchy; and,
2. be adaptable for future uses and take into account the needs of all users; and,
3. maintain and improve the provision of accessible local and community services, unless it can be demonstrated that they are no longer needed by the community they serve; not needed for any other community use, or that the facility is being relocated and improved to meet the needs of the new, existing and future community; and,
4. promote healthier lifestyles for the community to be active outside their homes and places of work; and,
5. encourage sustainable forms of transport focussing on pedestrian access and provision of bike facilities; and,
7. expand or enhance the provision of open space and recreation facilities, including contributing to the implementation of the Green Space Strategy and Playing Pitch Strategies before proposals will be supported Open Space, Sport and Recreation Facilities; and,
- 8 not lead to the loss unless a site of equivalent quality and accessibility can be provided, or shown that it is surplus to needs; and,
9. avoid and address unacceptable impacts upon neighbouring amenities through overlooking, overshadowing, noise, light, fumes-air quality or other pollution; and,
10. protect and enhance the historic and natural environment; and,
11. manage the impacts of climate change through the design and location of development, including sustainable building design and materials, sustainable drainage, water efficiency measures , use of trees and natural vegetation and ensuring no net loss of flood storage capacity; and,
- 12 protect the quality and hydrology of ground or surface water sources so as to reduce the risk of pollution and flooding, on site or elsewhere; and

13. not sterilise viable known mineral reserves; degrade soil quality or pose risk to human health and ecology from contamination or mining legacy and ensure that land is appropriately remediated, and,
14. seek to maximise opportunities to encourage re-use and recycling of waste materials, both in construction and operation, and,
15. Adequate space for bins should be provided within all new developments to enable the storage of waste and for materials to be re-cycled. Guidance is provided at Appendix X,
16. provide for information and communication technologies; and,
17. seek to reduce crime and in particular the threat of terrorism.

Delivery of Strategic Objectives:

CS NW10, DM5

Built Form

- 13.14 The Council does not wish to stifle innovative design. However it is expected that new buildings and extensions or alterations to existing buildings integrate well into their surrounding environment so that a local sense of place is reinforced.
- 13.15 The impact of a large extension to a building is greater when the building is located in the countryside rather than inside the development boundary of a settlement. This policy seeks to protect rural character and openness and to avoid suburbanisation of the countryside.
- 13.16 The policy introduces a set of criteria against which design issues can be assessed. The Borough Council has prepared Design Guides in order to illustrate these matters.
- 13.17 Planning applications should be submitted with evidence to show how the design, scale and layout match the historic pattern of the surrounding development, its built form, density and overall appearance.

LP32 Built Form

General Principles

All development in terms of its layout, form and density should respect and reflect the existing pattern, character and appearance of its setting. Local design detail and characteristics should be reflected within the development. All proposals should therefore:

- a) ensure that all of the elements of the proposal are well related to each other and harmonise with both the immediate setting and wider surroundings;
- b) make use of and enhance views into and out of the site both in and outside of the site;
- c) make appropriate use of landmarks and local features;
- d) reflect the characteristic architectural styles, patterns and features taking into account their scale and proportion,
- e) reflect the predominant materials, colours, landscape and boundary treatments in the area;
- f) ensure that the buildings and spaces connect with and maintain access to the surrounding area and with the wider built, water and natural environment;
- g) are designed to take into account the needs and practicalities of services and the long term management of public and shared private spaces and facilities;

- h) create a safe, secure, low crime environment through the layout, specification and positioning of buildings, spaces and uses in line with national Secured by Design standards;
- i) reduce sky glow, glare and light trespass from external illumination; and
- j) ensure that existing water courses are fully integrated into site layout at an early stage and to ensure that space is made for water through de-culverting, re-naturalisation and potential channel diversion.

Where Design Briefs are adopted for allocated sites and Neighbourhood Plans address design matters, then all development proposals will be expected to accord with the principles set out therein.

Specific Development Types

Infill development should reflect the prevailing character and quality of the surrounding street scene. The more unified the character and appearance of the surrounding buildings and built form, the greater the need will be to reproduce the existing pattern.

Back-land development should be subservient in height, scale and mass to the surrounding frontage buildings. Access arrangements should not cause adverse impacts to the character and appearance, safety or amenity of the existing frontage development.

Alterations, Extensions and Replacements

Extensions, alterations to and replacement of existing buildings will be expected to:

- a) respect the siting, scale, form, proportions, materials, details and overall design and character of the host building, its curtilage and setting;
- b) retain and/or reinstate traditional or distinctive architectural features and fabric,
- c) safeguard the amenity of the host premises and neighbouring occupiers
- d) leave sufficient external usable private space for occupiers, and
- e) satisfy the design criteria set out in Appendix X.

Proposed replacements of rural buildings which have been converted to an alternative use will not be permitted in order to retain the historic, architectural and visual character, design and appearance of the original building.

Extensions should be physically and visually subservient to the host building including its roof form so as not to dominate it, by virtue of their scale and siting.

Delivery of Strategic Objectives:

DM6

Shop Front Design, Signage and External Installations

13.18 The principle purpose of a shop-front is the advertisement and display of goods and services provided inside the building. Good design will reinforce the shop's identity and its location in the street, but by reflecting the style of the whole building above street level, and that of its neighbours. A good design will treat the shop-front as an integral part of the whole building and street frontage without focussing exclusively on the retail outlet alone.

- 13.19 The Council has to balance the important economic and social function with the commercial interests of properties. This is particularly important in the historic town centres so as to retain a viable retail base whilst preserving the historic and traditional appearance of our town centres. The Council's adopted "*Guide for Shop Front Design*" provides advice, guidance and examples of the preferred approach to development affecting all shop fronts and commercial properties. In particular:
- the proportions of the shop-front should harmonise with the main building;
 - materials should reflect the existing range on the original building;
 - the shop-front should not be treated separately from the upper levels;
 - it should add interest and attract custom; and,
 - it should avoid standardisation, reflecting the diversity of a street scene.

LP33 Shop Fronts, Signage and External Installations

Development proposals involving change to existing, or the introduction of new shop fronts will be expected to have regard to the host building and the wider street scene in terms of their scale, proportion and overall design. The design criteria set out in Appendix ~~X-I~~ to this Plan or that set out in a Neighbourhood Plan will need to be satisfied.

External illumination will be expected to adopt a scale, detail, siting and type of illumination appropriate to the character of the host building, the wider street scene and longer distant views. The design criteria set out in Appendix ~~X-I~~ or that set out in a Neighbourhood Plan will need to be satisfied.

External installations and security measures should be integrated into the overall design of the host building with the aim of avoiding harm to the appearance of the building and the street scene. The design criteria set out in Appendix ~~X-I~~ or that set out in a Neighbourhood Plan will need to be satisfied.

Delivery of Strategic Objectives:

DM6

New Agricultural, Forestry and Equestrian Buildings

- 13.20 The rural character of the Borough is very important. Any buildings within the countryside can have an adverse effect on the locality generally and on local amenity specifically. Agricultural and equestrian buildings, in particular, can have substantial visual impacts. Encouragement will be given to the use of existing buildings wherever possible. Any impacts will be balanced against the economic need for such buildings.

LP34 New Agricultural, Forestry and Equestrian Buildings

New or extensions to existing agricultural, forestry and equestrian buildings or structures will be supported if it can be demonstrated that they are reasonably necessary both in scale, construction and design for the efficient and viable long-term operation of that holding; that there are no other existing buildings or structures that can be used, altered or extended, that they are located within or adjacent to a group of existing buildings, the site selected and materials used would not cause visual intrusion and in the case of livestock buildings their location would not cause loss of residential amenity.

Delivery of Strategic Objectives:

DM7

Water Management

- 13.20 Water Management is an important issue that must be addressed in any development proposal. Flooding events, in particular, are making headlines on a more regular basis. Existing issues may not be able to be addressed completely but they should not be made any worse by development taking place and where possible improvements should be made. Any development should have no greater run-off than a greenfield site.
- 13.21 The Water Framework Directive has resulted in a number of River Basin Management Plans covering the whole country. Two specifically relate to North Warwickshire. Humber River Basin Management Plan covers the majority of the Borough and a smaller area north of Coventry is covered by the Severn River Management Plan. The Rivers Tame, Blythe and Anker are all subject to pollution. Particular attention will be paid to remediation measures to benefit the River Blythe Site of Special Scientific Interest, which is currently under serious threat from pollution run-off.
- 13.22 The Borough Council will consider the impact of flood zones in its consideration of development within or adjoining floodplains. In line with relevant guidance, where there is considered to be a low-medium or high risk of flooding, developers will be required to conduct a flood risk assessment. Up-to-date Indicative Floodplain Maps can be viewed and obtained from the Environment Agency who regularly update and maintain the information.
- 13.23 Effective flood protection requires proper maintenance of watercourses and the control of water discharge through drainage systems. Ponds and ditches form an important natural drainage function that should where possible be protected and enhanced. In many new developments man-made drainage must be provided. The Environment Agency advocates the use of Sustainable Drainage Systems (SUDS). These seek to control surface water run-off as close as possible to its origin. SUDS help to reduce the impact of development and decrease the need to invest in flood management and protection. They can also result in environmental enhancement and provide benefits to wildlife. Advice on SUDS can be sought from the Environment Agency, Highways Authority and sewerage undertakers. A particular issue has been identified by the Environment Agency in the Atherstone and Mancetter area. However there are many local issues throughout the Borough.

13.23a Natural flood management and the re-naturalisation of water course and their flood plains can help to reduce flood risk and water pollution and can increase biodiversity and contribute to improving public health.

LP35 Water Management

In line with the objectives of the Water Framework Directive, development proposals must not affect the ecological status of a waterbody and where appropriate, incorporate measures to improve its ecological value.

Opportunities should be sought to de-culvert rivers, reduce back-up flows and under capacity where there this does not exacerbate flooding elsewhere. If de-culverting is not proposed evidence will be required to demonstrate why this is not possible. River channel

restoration should also be undertaken to return the water course to its natural state and restore floodplain to reduce the impact of flooding downstream.

New developments should also seek opportunities to improve natural riverine processes and flow conveyance in-stream and bankside morphology through:; watercourse re-profiling, naturalisation and the removal of man-made structures, both on the development site and in the wider catchment. Water runoff from new development must be no more than natural greenfield runoff rates and developments should hold this water back on the development site through high quality Sustainable Urban Drainage (SuDS), reducing pollution and flood risk to nearby watercourses. The culverting of watercourses will only be approved in exceptional circumstances.

The multifunctional benefits of natural flood management and the re-naturalisation of watercourses and their floodplains will be promoted when considering any developments in the Borough.

New development proposals in Flood Zone 3 should:

- i) provide floodplain compensation on a level-for-level basis;
- ii) leave an 8 metre strip from the top of the banks to ensure access for maintenance,
- iii) have raised finished floor levels,
- iv) have agreements in place that “less vulnerable” uses are prevented for changing to those that are more vulnerable, and
- v) not contain single storey residential development.

In order to improve and protect water quality, infiltration measures are the preferred means of surface water disposal where ground conditions are appropriate and where practicable, the separation of surface water from sewers should be undertaken. New development proposals should be accompanied by a Water Statement that includes evidence to demonstrate that there is adequate sewerage infrastructure in place or that it will be in place prior to occupation.

Delivery of Strategic Objectives:

DM5

Parking

13.24 Transport in a rural area has a different dynamic to that in a built up area. There is a strong dependence on the use of the motor car, as rural bus services may not provide the required journey at the relevant time to access employment sites, in particular. This issue is being exacerbated by the cut in funds to bus operators. This reliance on the motor car can lead to local issues that may result in a greater need for on-site parking and thus result in localised parking standards. It is important that there provision is made for proper vehicular access, sufficient parking and manoeuvring for vehicles in accordance with adopted standards;

13.25 Parking reviews undertaken in recent years have indicated the Borough's historic town centres are approaching capacity at peak times. Nevertheless, the reviews note that, if managed correctly, there was sufficient capacity to meet demand until at least 2018. The reviews also noted that the impact of the increased rail service on parking would be minimal and this appears to be borne out by recent assessments particularly for Atherstone, although the private car park provision at both Coleshill and Water Orton are often over capacity at peak hours resulting in spill over parking

occurring. Coleshill town centre currently suffers from insufficient publically accessible parking to serve both its commercial, economic and residential needs and functions.

13.26 With the likely introduction of Civil Enforcement and a further parking study underway there may be implications for the Market Towns. Until this study has been completed this is still unclear. The Borough Council will consider the results of the study and will consider what action will be required.

13.27 However, increased development levels expected to be accommodated in this Local Plan are likely to significantly increase pressure on available spaces. To enable adequate capacity to serve the commercial function of the town centres it is recommended that new housing development within the identified Town Centres should provide a minimum level of private parking to reduce the pressure on current public provision.

13.27a The Government has taken the decision that by 2040 no new diesel vehicles will be produced. The implication is that more electric vehicles will be on our roads as prices reduce and batteries improve. This has implications on the need to provide the right infrastructure to support this decision. Rapid charging points will be particularly important in the public domain. In addition, all domestic properties and commercial premises need to provide for the opportunity to charge vehicles close to the parking of vehicles.

LP36 Parking

Adequate vehicle parking provision commensurate to a proposed development will be expected, as guided by the standards at Appendix ~~X~~K. Greater emphasis will be placed on parking provision in areas not served by public transport whilst lower provision within the main towns may be appropriate.

Town Centres

Within the defined Town Centres new residential development must provide the minimum parking spaces necessary to enable and service the development, with 1 parking space per flat or 1.5 2 per house. No reduced level of car parking provision will be acceptable unless the following circumstances are clearly evidenced:

- there is spare capacity available in nearby public car parks or adjacent on street car parking (that is available for long stay use); or
- where the exercise of flexibility would assist in the conservation of the built heritage, facilitating a better quality of development and the beneficial re-use of an existing historic building.

Airport Parking

Proposals for remote car parking of passengers or visitor vehicles in the Borough will not be permitted.

Electric Vehicle Charging points

Electric charging points will be provided as part of all developments. Rapid charging points will be provided on sites when located in the public realm. On housing sites homes with on-site parking will provide for an electric charging point in an accessible location close to the parking space(s). On commercial sites there will be employee and visitor rapid charging points.

Delivery of Strategic Objectives:

DM5, DM14

13.28 Climate change is a key priority for all and over the coming years the move to zero carbon will influence the future policy background. Changes, especially with the improvement in green technology, can have a major long lasting impact. The Borough Council is committed to reducing the carbon footprint of the Borough and encourages changes that lead to such improvements. It has worked with other authorities in the sub-region to produce a Renewable Energy Study. This indicated there was little opportunity for large scale wind generation or district and community heat and power schemes. The report also highlighted how a reasonable proportion of properties in the Borough are still not connected to mains gas supply. In addition it has worked with the sub-regional authorities and the Carbon Trust to produce a renewable energy toolkit.

13.29 Wind turbines are a means of providing renewable energy. A key factor of their development will be their impact on the landscape and the local community. A study has been undertaken to consider the possibility of using district heating schemes. This showed that there was limited scope but large development should look at the possibility of such proposals.

13.30 All proposals will be required to provide detailed information on associated infrastructure required, including roads and grid connections, impact during construction and operational phases of the development, including visual impact, noise and odour issues and provisions made for restoration of the site.

LP37 Renewable Energy and Energy Efficiency

Renewable energy projects will be supported where they respect the capacity and sensitivity of the landscape and communities to accommodate them. In particular, they will be assessed on their individual and cumulative impact on landscape quality, sites or features of natural importance, sites or buildings of historic or cultural importance, residential amenity and the local economy.

New development will be expected to be energy efficient in terms of its fabric and use. Major development will be required to provide a minimum of 10% of its operational energy requirements from a renewable energy source subject to viability. Smaller schemes will be encouraged to seek the introduction of renewable energy and energy efficiency schemes at the outset to avoid costly retrofit.

Viability and suitability will be considered when renewable energy provision is being planned for developments in order to provide the most suitable type.

Delivery of Strategic Objectives:

CS NW11

Broadband

- 13.31 The roll out of superfast broadband is critical in helping to assist in providing a wider skills base within the Borough and allow for home working and homebased businesses to thrive. This will particularly help rural businesses.
- 13.32 The Coventry, Warwickshire and Solihull Superfast Broadband Project continues to deliver the Government's 2015 targets that every property should be able to access broadband speeds of at least 2Mbps and that superfast broadband (defined as providing more than 24Mbps) should be available to 90% of premises in each local authority area. The project is supported by the Coventry & Warwickshire and Greater Birmingham & Solihull Local Enterprise Partnerships (LEPs). This Plan however looks beyond the aims of the sub-regional broadband project and seeks all new development to have connections enabling download speeds of 30Mbps in accordance with the Government's commitment to the EU2020 Digital Agenda. Where no strategic telecommunications infrastructure is available, developers should provide suitable ducting to the premises for later connection.

LP38 Information and Communication Technologies

New development will contribute to and be compatible with local fibre or other high speed broadband infrastructure. This will be demonstrated through a 'Connectivity Statement' submitted with planning applications where appropriate, based on the scale and nature of the proposed development. Such statements should set out the anticipated connectivity requirements of the development, known data networks nearby and their anticipated speed (fixed copper, 3G, 4G, fibre, satellite, microwave, etc.), and a description of how the development will connect with or contribute to any such networks.

The Council will expect new development to be connected to high speed broadband infrastructure capable of providing a minimum download speed of 30Mbps. Where no strategic telecommunications infrastructure is available, as a minimum and subject to viability of the scheme, suitable ducting that can accept fibre should be provided either to:

- the public highway; or
- a community led local access network; or
- another location that can be justified through the connectivity statement.

Major infrastructure development must provide ducting that is available for strategic fibre deployment or community owned local access networks. Developers are encouraged to have early discussions with strategic providers or local broadband groups.

Delivery of Strategic Objectives:

None

Chapter 15 Allocations

15.1 In order to be able to allocate the right amount of land it is important to understand the components of supply within the Borough.

Housing Land

15.2 Housing supply is made up of completions (sites already completed), commitments (sites with planning permission), windfalls (unidentified sites coming forward for development during the Plan period) as well as new site allocations and proposals.

15.3 The Borough Council has to maintain a 5-year housing supply. The National Planning Policy Guidance introduced a requirement for either a 5% or 20% buffer depending on whether the Council has a good record or not of maintaining and delivering a five year housing supply. The Borough Council will monitor its housing delivery to ensure that good delivery is maintained. There has been two years of lower than expected performance but this is expected with the recession. However with the production of this Core Strategy and the forthcoming other Development Plan Documents and especially the Site Allocations, this is expected to change. There is therefore a 5% flexibility included in the five year housing supply.

15.4 Table 7 indicates the amount of housing that is required for the remaining Plan period.

15.5 The Strategic Housing Land Availability Assessment 2016 indicates that there is sufficient land to cater for the housing requirement up to and beyond 2031. In addition, the Borough Council is actively pursuing development on land it owns as well as County Council owned land to ensure the continuous supply of readily available sites. Specific allocations are brought forward through this Plan. Additional sites could be brought through a Neighbourhood Plan.

15.5a The Government has launched a consultation on a new methodology for assessing housing need. In the accompanying spreadsheet North Warwickshire's housing need goes down from 237 to 169 dwellings per annum. However this does not take account of the duty to co-operate in respect of both Coventry and Birmingham. The figure from Coventry, for example, takes the overall reduction down to 820 over the plan period or 54 per annum. Given the limited weight that can be attached to this consultation it is not proposed to change any of the allocations but it may be that certain sites may go beyond the plan period in terms of delivery.

Table 7: Housing Supply

Housing Supply Sources / Allowances	Explanation	Amount to be Added / Subtracted to reach the requirement for new housing allocations
Housing requirement <u>up to 2033</u>	The amount of housing required over the plan period includes Strategic Housing Market Assessment and redistribution from GB HMA (including Tamworth BC) and CW HMA	9070 <u>+264 +264 = (528) = (9598) 9600</u>
Net housing completions (2011/ <u>176</u>)	New homes built in the first part of the plan period	- <u>706 1069</u>
Sites with planning permission at 01/04/ <u>20174</u>	Remaining capacity on existing planning permissions for new homes	- <u>4056 1135</u>
Windfall allowance	An allowance of 60 per annum (201 <u>86</u> to 203 <u>34</u>)	- 900
Sub-Total of land to be allocated in the Local Plan	Total derived from above five rows	= <u>6408 6496</u>
5% flexibility rate on site	To ensure flexibility, choice and competition in the	<u>+320 + 325</u>

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allocations	market for land	
Total amount of land to be allocated in the Local Plan	Total taking account of need, net completions to date, planning permissions, windfall allowance and flexibility rate	= 6728 = <u>6820</u>

15.6 The housing allocations are listed in LP38. These total a slightly higher figure of 6728. This means if all sites were delivered and all windfalls came forward total completions would be 9598 by [2034](#)~~2033~~. However some of the sites may not be completely built out before the end of the Plan period so this additional figure gives some added flexibility.

15.7 The number of new housing and its delivery alongside the relevant infrastructure will be challenging. The Borough Council will work with funding agencies and organisations particularly the Local Enterprise Partnerships and the Combined Authority to access additional funding.

LP39 Housing Allocations

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

	Area (ha)	No.
Category 1 - Market Towns		
<i>Atherstone & Mancetter</i>		
H1 Land at Holly Lane Atherstone (ATH20)	32.7	531
H2 Land to north-west of Atherstone off Whittington Lane	71.2	1282
H3 Land off Sheepy Road, (football ground)	2.2	46
Britannia Mill redevelopment site, Coleshill Rd	0.4	54
<i>Coleshill</i>		
Grimstock Hill (COL 1)	1.1	12
H4 Police station and Former Leisure Centre site (COL3)	0.9	25
H5 Land at Blythways (COL6)	1.3	27 <u>40</u>
H6 Allotments adjacent to Memorial Park, Coleshill	1.4	30
<i>Polesworth & Dordon</i>		
H7 Land to east of Polesworth & Dordon	160.8	2000
H8 Land west of Woodpack Farm, Polesworth	1.5	32
H9 Land off Fairfields Hill, Polesworth	0.4	9
H10 Former Polesworth Learning Centre, High St, Polesworth	0.7	14
H11 Land at Windy r Ridge Dunns Lane, Dordon	0.6	9
H12 Former Chapel House site, Dordon	0.3	7
Category 2 - Adjacent adjoining settlements		
H13 Land west of Robey's Lane, adjacent Tamworth	66.1	1191
H14 Site at Lindridge Road adj. Langley SUE, Wishaw	6.7	141
Category 3 - Local Service Centres		
<i>Baddesley Ensor/Grendon</i>		
H15 Land at Church Farm, Baddesley	2.2	47
H16 Land north of Grendon Community Hall (former Youth Centre)	0.3	7
<i>Boot Hill Grendon</i>		
H17 Former Sparrowdale School site, Spon Lane Grendon and	1.92.1	3960
f Former r Recycling centre site, Spon Lane Grendon	0.2	5
H18 Phase 2 Dairy House Farm, Spon Lane, Grendon	9	120
<i>Hartshill/Ansley Common</i>		
H19 Land between Church Rd and Nuneaton Rd, Hartshill (HAR 3)	30.4	400
Land off Coleshill Rd, Ansley Common (ANSCOMM 1)	1.8	38
Land north of Coleshill Road, Ansley Common	19.7	355
H20 Land south of Coleshill Road, Ansley Common	15 <u>17.2</u>	450
<i>Kingsbury</i>		
Land north of Kingsbury Hall, Kingsbury	2.9	41
<i>Water Orton</i>		

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<u>H21</u>	Former School redevelopment site (excluding original historic school building)	2.8	48
Category 4 - Other Settlements with a Development Boundary			
<i>Ansley</i>			
<u>H22</u>	Land at Village Farm, Birmingham Road	0.6	12
	Land rear of Village Hall, Birmingham Road	1.5	34
<u>H23</u>	Land of Tunnel Road, Phase 2	2	79
<i>Newton Regis</i>			
<u>H24</u>	Manor Farm	1.0	21
<i>Shuttington</i>			
<u>H25</u>	Land south of Shuttington Village Hall	1.2	24
<i>Warton</i>			
<u>H26</u>	Land north of Orton Rd, Warton (part WAR8)	4.2	88
<u>H27</u>	Barn End Road	4.5	80
<i>Wood End</i>			
<u>H28</u>	Land south of Islington Farm, r/o 115 Tamworth Rd	1.3	28
Total Allocations		6,824	6821

Additional Reserve Land

15.8 The delivery of housing land can alter and change over the Plan period. In order to take account of this land and to allow an additional element of flexibility two sites will be reserved and released earlier if a number of criteria are fulfilled. Each if the sites come have particular issues that

15.8a The first site is land to the north of Coleshill Road, Ansley Common and is reserved for future housing land. Theis land totals some 15.6-21.6 hectares and could deliver a further 280 388 units. Access to the site needs to be investigated further. Land to the north is a local wildlife site.

15.8b The second reserve site is land to the north and east of Dairy House Farm, Grendon. This site also provides for the future dualling of the A5. Land will be thus protected to provide at least the width of a dual carriageway as well as providing for a landscape strip which will include a 50m buffer around the ancient woodland.

New Policy LP39 (a) Reserve Housing Sites

The following sites are allocated as reserve housing sites to be released earlier if there is a need to maintain supply against the annual target of 264 per annum and if the access issues can be addressed:

<u>RH1</u>	<u>Dairy House Farm Phase 3 and safeguarding route for dualling of A5</u>	<u>46.8</u>	<u>360</u>
<u>RH2</u>	<u>Land north of Ansley Common</u>	<u>21.6</u>	<u>388</u>
		<u>68.4</u>	<u>748</u>

Both sites will require a Concept Plan and phasing plan to be agreed by the Council prior to development being brought forward.

Site RH1 will provide for:

1. the dualling of the A5 to the north of the site to join from the current A5 to the west of Grendon and rejoin the current A5 to the east of Grendon;
2. housing will be located to the south of the new road;

- 3 a 50m (or as agreed) buffer zone will be provided around the ancient woodland;
- 4 a landscaped buffer along the new A5;
- 5 the current Watling Street, A5, will be downgraded and pedestrian crossings will be provided to allow for greater cohesion with the main part of the settlement to the south; and
- 6 improved cycling will be provided along the Watling Street.

Site RH2 (land north of Ansley Common) will provide for:

- 1 improved walking and cycling through the site to link to the various footpaths;
- 2 provide an access road through the site which is useable by public transport; and,
- 3 will assess and then implement a package of measures to protect and enhance the biodiversity assets in the locality including Moorwood Wood.

Employment Land

15.9 Table 8 provides information on the employment supply for the Borough. These figures do not include the outstanding planning permissions for Hams Hall and Birch Coppice, as they were originally designated as Regional Logistics Sites in the Regional Spatial Strategy Phase 2. In addition, the car storage area at Baddesley now occupied by JLR was not included. These sites have provided for 145.26 hectares of completions on employment land between 2011 and 2016. Following the abolition of the Regional Spatial Strategy, local monitoring is taking over to take account of all employment land. This is however takes time to bring forward and will be incorporated within the local monitoring process.

Table 8: Employment Land 2011 – ~~33~~ ~~31~~

		Lower Requirement	Higher Requirement
A	Total Employment Land Requirement	58	94 100
B	Completions in ha from 2011 to 2016*	3.22	3.22
C	Extant Planning permissions / allocations	31.58 + 25 + 20	31.58 + 25 + 20
D	Total Supply (B + C)	34.80 79.8	34.80 79.8
E	Remaining Employment Land Requirement Sum = A – D	23.2 -33	56.2 21.1

*these figures exclude completions at Hams Hall, Phases 1 and 2 Birch Coppice and the former Baddesley Colliery between 2011 and 2016.

LP40 Employment Allocations		Area (ha)
Category 1 – Market Towns		
<i>Atherstone</i>		
E1	Land south of Rowlands Way east of Aldi (for Aldi expansion)	6.6
<i>Coleshill</i>		
Power Station B site		20.0
<i>Polesworth / Dordon</i>		
E2	Land west of Birch Coppice, Dordon	5.1
E3	Land/Playing fields south of A5, Dordon	3.5
Category 2 – Adjacent adjoining settlements		
Land to west of Junction 10 M42		8.5
E4	Land at MIRA	48.4 42

TOTAL

62.1 57.2

Additional Land

~~15.9 Employment land requirements can alter and change over the Plan period. In order to take account of this land is reserved for future employment needs adjacent to the above allocation at MIRA. This totals some 24.8 hectares.~~

Other Allocations

15.10 The Local Plan identifies sites for other uses other than for housing and employment uses. In particular it identifies a new school site in Water Orton and a cemetery extension in Coleshill. These are described in more detail in the next section.

Details for Site Allocations

15.11 This section is split following the settlement hierarchy in LP2 and indicates all allocations for that particular settlement that require additional policy information beyond the requirements in this Local Plan. It is expected that any Concept Plans and Master Plans will be developed in consultation with the local community.

Category 1 Market Towns

Atherstone with Mancetter

Atherstone

15.12 Atherstone is one of the three Market Towns within North Warwickshire and is extremely important to the vitality of the Borough as a whole. It has continued to struggle within the overall economic climate. It has a variety of shops, large employment areas, historical areas as well as recreational facilities, providing a wide range of services and facilities. However due to the easy access to surrounding larger towns and cities these services and facilities are constantly under pressure.

15.13 Atherstone grew as a town through its association with agriculture and because of its location in relation to Watling Street, and the canal and railway network. It continues to exhibit a distinctive character, being underpinned by its historic plan form which has medieval origins. The prosperity of the town during the 18th and 19th centuries is evidenced with its two and three storey townhouses, with Georgian facades which line Long Street and surround the Market Place/Church Square. There is a legacy of past industries, most importantly the production of felt hats, with examples of industrial buildings from the 19th century onwards. A Heritage Partnership Scheme with Advantage West Midlands and English Heritage assisted in improving some of the important frontages within the town centre.

15.14 Atherstone has two main employment sites. The oldest of these, at Carlyon Road, was built during the 1970's and 1980's. It is the quality of many of the units⁸ that is now an issue with many of the units not standing up to modern day needs. The other site off Holly Lane is dominated by the presence of TNT and Aldi. Land has been allocated for further expansion at this estate. The landowner now wishes to retain this land for their expansion plans. Therefore, although available, it is for a specific

⁸ Chesterton Report 2001 and CB Richard Ellis 2007

end user of Aldi themselves. Both estates offer redevelopment and regeneration opportunities.

Mancetter

15.15 Mancetter although sharing a development boundary with Atherstone and is considered as an integral part of the Market Town in planning terms it is clearly seen, locally as a settlement in its own right with its own character. It has its own historic core formed from surviving historic buildings and with important archaeological remains dating back to the Roman period. It also has a conservation area. Mancetter has its own industrial estate offering a range of unit sizes starting from small starter units. Ridge Lane lies within the Mancetter Parish and although does not have a development boundary is an important small community in the countryside.

Housing

~~15.16 Britannia Mill is one of the last remaining mill buildings in Atherstone. It stands adjacent to the Coventry Canal. Any redevelopment will need to consider the impact and retention, wherever possible, of the listed buildings. There are some other additional keys issue to overcome particularly in relation to access and parking. The site has been allocated some years but a planning application has now been submitted.~~

Britannia Mill

~~The site of the former Britannia Mill, Coleshill Road, Atherstone is allocated for housing development. Any redevelopment will need to consider the impact and retention, wherever possible, of the listed buildings~~

2006 Local Plan housing allocation, SAP ATH18

15.17 The Core Strategy identified that due to constraints around Atherstone that growth would take place to the north-west of the town. Some development has already taken place and further applications are currently under consideration. There are two main housing allocations being proposed to the north-west of the town. Land off Holly Lane was shown as an allocation in the Draft Site Allocations Plan. An outline planning application is currently being considered for this site. If for any reason this application is withdrawn it will be expected that it will be considered as part of the new allocation to the north-west.

H1 Land at Holly Lane Atherstone

32.7 hectares of land off Holly Lane, Atherstone is allocated for around 530 dwellings.

- The site should provide for a mix of types and tenures including the opportunity to provide serviced plots for potential self-build dwellings; and
- Open space provision either on-site or part via financial contributions towards improvements at Royal Meadow should be provided, including provision of a landscaped walk/cycle link along the Innage Brook, linking with the route and Sustainable Urban Drainage systems on adjoining sites to the south, off Rowland Way; and
- The site will require significant landscaping along its north and north western boundaries to address the open aspect and landscape sensitivity identified in the

Council's Landscape Character Assessment for this area of land at the edge of Atherstone town.

Development of the site should enable and not prevent access opportunities and routes to further potential land to the west, including both vehicular and pedestrian.

SAP sites ATH20 & ATH 22

15.18 Land beyond the above allocation is now put forward as an area of future growth for Atherstone. This site will be considered through a Concept and Master Plan which will be brought together with the local community and ensure the comprehensive development of the area.

15.19 Additional access over the West Coast Mainline will be required to open the area for development. The bridge at Whittington Lane could be utilised. Its strength will need to be investigated and, if required, work carried out to bring it up to a suitable standard or a new bridge be provided.

15.20 The site includes 1.1km of the Coventry Canal and is an attractive section for boaters. It has three bridges, one of which is listed as well as two listed locks. The canal is an important asset that can be utilised for encouraging walking and cycling for both commuting and leisure. The future concept and master planning of the site will need to consider how the canal can be improved and incorporated into the development as well as improving linkages and in particular to Atherstone town centre, whilst maintaining its popularity for boaters.

15.20a Although Atherstone has a range of service and facilities the growth of the town will place pressure on these. A full study will need to be carried out involving the local community to ascertain the exact requirements. The Borough Council will work with ATLAS (Team for dealing with large planning applications in the Homes & Communities Agency), the local community and landowners to agree a Concept Plan and Master Plan for the area.

H2 Land to the north-west of Atherstone

Some 70 hectares to the north-west of Atherstone is allocated for future growth. It is expected that it will deliver at least 1280 dwellings. Development will take place in accordance with ~~an agreed a~~ Concept and Master Plan, agreed by the Borough Council, to ensure the comprehensive delivery of the area. . These Plans will consider and provide for in particular but not exclusively:

- 1- health services and facilities in terms of land and financial contribution;
- 2 education facilities in terms of land and financial contribution;
- 3 aAccess to and from the A5 which will be accessible by public transport;
- 2-4 aAccess over the West Coast Mainline;
- 5 consider the setting of Merevale Hall and its historic Parks and Garden;
- 3-6 impacts on the list buildings, including the farmstead at Whittington and the canal locks, to be considered and taken into account in the design and form of the future development;
- 7 the listed buildings at Whittington to be incorporated into a service centre allowing for their conservation and preservation;
- 8 pPedestrian and cycling links and facilities will be required to access the services and facilities in Atherstone, Grendon and Baddesley; and,
- 3- ~~Existing buildings at Whittington to be incorporated into a service centre allowing for their conservation and preservation;~~

9 gGreen infrastructure links will be provided to access and open routes along the River Anker corridor and the Coventry Canal.

None

15.20b The site of the football ground off Sheepy Road, Atherstone is proposed for development. The site is owned by the Borough Council and has been provided to the occupier on an annual licence for a number of years. Discussions have been ongoing with the occupier. Alternative provision should include improvements to sports / leisure facilities which are available for the local community to use. Development of the current site should also take account of the proximity to the electricity sub station on the western boundary.

H3 Site of Football Ground, Sheepy Road, Atherstone

Some 2.24 hectares of land at the football Ground off Sheepy Road, Atherstone is allocated for housing development. A Strategic Flood Risk Assessment Level 2 will be required to address potential flood issues. .

SAP site ATH14

Employment Land

15.21 Land north-west of Atherstone off Holly Lane/Rowland Way (6.8 hectares) will be brought forward as a long term employment site subject to the single user restrictions. The landowner, Aldi, now wishes to retain this land for their expansion plans. Therefore, although available, it is for a specific end user of Aldi themselves.

15.22 The site lies partially within flood zones 2 and 3 to the eastern end of the site. A Level 2 Strategic Flood Risk assessment will therefore be necessary to assess the implications. However, this area can be targeted for uses that will not affect flood storage capacity, such as parking, landscaping and natural open space to reduce impact on flooding and surface water drainage and maintain the capacity of the site.

E1 Land at Holly Lane / Rowland Way, Atherstone

6.8 ha of employment land at Holly Lane/Rowland Way will be safeguarded for the future expansion of Aldi to assist in their continued presence and growth within the Borough.

If the land is no longer required for this purpose it will continue to be safeguarded as a long term employment site for smaller scale, mixed B1 and B2 uses appropriate to the location reflecting the proximity with existing residential development to the north and accessed off Holly Lane and/or Abeles Way.

Innage Brook will be protected and enhanced by a 10m semi-natural buffer between any development and the bank of the brook.

2006 Local Plan allocation, SAP EMP8

Coleshill

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

Housing

- 15.27 There are some outstanding allocations from the Draft Site Allocations Plan which are brought forward as part of this Plan. These are the sites at Blythways, Blythe Road, Coleshill and the former Police and Leisure Centre sites to the south of Coleshill town centre. On the site of the former police station a residential nursing home is being built. Although this reduces the site area for residential development it is expected that the former leisure centre will still provide for the same number of units.
- 15.28 Within the 2006 Local Plan and the Core Strategy it was expected that there would be no development outside of the current development boundary other than possibly for locally affordable housing. Due to the Green Belt beyond the development boundary of Coleshill this will continue during this plan period.

H4 Former Leisure Centre site, Coleshill

0.9 hectares of land on the site of the former leisure centre is allocated for approximately 25 units.

H5 Land at Blythways, Coleshill

Some 1.3 hectares of land is allocated for housing at land at Blythways, Coleshill. Local heritage assets will need to be considered and taken into account in the design and form of the future development of the site and the proximity of the site to the Coleshill Conservation Area.

15.29 A further housing site is being proposed on the site of the allotments adjacent to the Memorial Park, Coleshill. Access would need to be gained through the site of the former police station. Replacement of the allotments will be required.

H6 Allotments adjacent to Memorial Park, Coleshill

1.4 hectares of allotment land adjacent to the Memorial Park, Coleshill is allocated for residential development. Replacement allotments will be required

None

Employment

~~15.30 The land at Hams Hall was formerly part of the power generating site at Hams Hall and specifically the site of Power Station B. It was not included in the original planning application which was approved by the Secretary of State in the early 1990's.~~

~~15.31 The site has been assessed by consultants its performance against the five Green Belt criteria.~~

~~**Land at Hams Hall (site of the former Power Station B Site)**~~

~~Approximately 20 hectares of land at Hams Hall, on the former Power Station B site, will be removed from the Green Belt and identified for employment purposes including B1, B2 and B8 uses appropriate to the location reflecting the proximity with, and sensitivity of, the BMW engine production facility adjoining the site.~~

None

Community Facilities

15.32 Coleshill Town Council identified, as part of work on the Infrastructure Delivery Plan a need for a cemetery extension. They have also expressed this need within their emerging Neighborhood Plan. The most optimum site for such a use is directly adjacent to the existing cemetery. This area may also incorporate the

C1 Land off Maxstoke Lane, south of St Peter and St Pauls Cemetery

Approximately 2.5 hectares of land north of Maxstoke Lane, south of St Peter and St Pauls Cemetery Coleshill will be released from the Green Belt and allocated for cemetery use for the Parish and Coleshill Community.

None

Polesworth with Dordon

15.33 Polesworth with Dordon make up one of the three Market Towns and lies to the north of the Borough. Polesworth has the historic core centred on Polesworth Abbey and the Conservation Area. Polesworth and Dordon have a close geographical relationship with Tamworth, for a range of services and facilities. However residents also use the services and facilities in other neighbouring settlements of Atherstone,

Nuneaton and Coventry. Hospital referrals are mainly accessed via the George Eliot or University Hospitals. This puts the services and facilities in Polesworth and Dordon under pressure. It still retains some key services but these are generally small in scale.

- 15.34 Polesworth and Dordon are important areas for growth and. ~~Any growth will need to respect their individual characters. provide an opportunity to deliver new development of character and distinction. The varied landscape and topography, together with inherent natural features of value, will form the basis for a standard and quality of place making that is unique within North Warwickshire. The character of Polesworth and Dordon should be used to inform type of place created and integration between old and new communities will be a key aspiration.~~ There are however constraints to their growth: To the north and east is the issue of coal reserves. To the west, the gap between the built up boundary of Tamworth and the rural areas up to Polesworth and Dordon in North Warwickshire, are extremely important locally and to the Borough as a whole. The industrial area and the housing to the south of the A5 are separate from the main body of the settlement and any development in this area needs to consider how this issue could be addressed.
- 15.35 Access within and around Polesworth and Dordon is an issue. The junction of the A5 and Long Street needs to be improved or changed if development in this area can be taken forward. In addition, Long Street itself may constrain the number of developments that take place to the north of the A5 and needs to be addressed in any development proposals that look towards the A5 for access. The B5000 also needs to be considered and appropriate proposals be implemented.
- 15.36 It is clear the issue of coal reserves needs further investigation to ascertain the exact areas for development to the east of Polesworth and Dordon
- 15.37 A major challenge is to ensure that any development growth in Polesworth and Dordon makes a positive contribution to its sustainability by embracing a mix of housing and other uses, especially small scale employment uses, is supported by all the necessary infrastructure and services while protecting the separate identity of the two distinct communities

Housing

- 15.38 ~~Land to the east of Dordon was identified as a housing allocation in the Draft Site Allocations Plan. The area north of Dunns Lane / to the east of Polesworth was safeguarded for future development. Within this Local Plan it is proposed to bring forward all of this land to ensure that the area can be comprehensively developed and address a number of issues. The Borough Council will work with ATLAS (Team for dealing with large planning applications in the Homes & Communities Agency), the local community and landowners to agree a Concept Plan and Master Plan for the area.~~
- 15.38 A strategic allocation is identified at Polesworth and Dordon, to the immediate east of the existing settlement and to the north of the A5 and as shown on the figure 1. The allocation will provide for a minimum of 2000 new homes over the plan period.
- 15.38a The development will create a high quality extension of the Polesworth and Dordon communities, maximising the opportunities afforded by the topography of the site and the presence of a number of Local Wildlife sites. A mix and range of housing types, styles and tenures, will be provided to assist in meeting the housing needs of

the Borough and in particular, providing aspirational, quality homes to retain families within North Warwickshire. New retail facilities will meet local needs and be located in an accessible location, with new community provision either within the development or as part of enhanced existing provision nearby. Primary school facilities will be provided within the site and contributions will be made to ensure that secondary school facilities are available locally.

15.38b Strong green infrastructure will be a key feature, connecting through the new development into the existing settlements of Polesworth and Dordon and out to the surrounding countryside, to encourage walking, cycling and recreation. The existing local wildlife sites will provide a focus for the green infrastructure network. The use of sustainable urban drainage will be explored as an option to assist with flood alleviation and can combine with the green infrastructure corridors where possible.

15.38c A north-south vehicular route will be provided, linking the A5 with the B5000 to facilitate north-south traffic movement. Off-site improvements to the existing, surrounding strategic highway network will be provided, to ensure the satisfactory and safe movement of vehicles.

H7 Land to the east of Polesworth & Dordon between the A5 and B500 will be allocated for development of a minimum of 2000 homes

Before planning permission is granted for development on the site, a Masterplan Framework and Design Guide for the whole site will be prepared by the landowners, in conjunction with and approved by the Council. The Framework will ensure that development for the whole site is delivered in a comprehensive and co-ordinated manner and the Design Guide will ensure a high quality of place is created. The Masterplan Framework and Design Guide will be a material consideration in the determination of future planning applications on the site and will include the following:

1. The minimum provision of 2000 homes of mixed styles, types and tenures (market and affordable) with the potential for custom build and provision for the elderly (to include independent living for the over 55's and bungalows)
2. A new two form entry primary school to meet the needs of the development
3. A financial contribution to existing Secondary School provision, to ensure the satisfactory availability of school places in a locally accessible location
4. A focal point for retail and health facilities to meet the needs of the new development, in a location that is accessible. Uses that create vibrancy, activity and interest should be considered, including community uses and the provision of a pub and/or restaurant and other small scale commercial uses within the site should also be explored.
5. A strong and clear network of footpaths and cycleways that allow for and encourage sustainable movement through the site. This network should connect to the existing

settlements of Polesworth and Dordon and to the wider countryside and make use of existing rights of way.

6. A comprehensive transport assessment for the development and setting out the details of:
 - new vehicular access arrangements onto the A5;
 - north/south highway links from the A5 to the B5000, to distributor road standard;
 - a legible road and movement hierarchy for the whole development; and
 - off-site improvements to the local and strategic road network, with particular regard to Long Street/New Street and the canal bridges on the B5000
7. Provision of a site wide, multi-functional Green Infrastructure network, that is focussed on and has regard to:
 - the existing Local Wildlife Sites of The Hollies (known locally as the Blue Bell Wood), The Orchard, The Former Colliery and The Pond. Opportunities to enhance appropriate public access to these sites should be explored to create a useable asset for local residents. The Hollies in particular, provides a strong natural feature of the containing Ancient Woodland with local ecological value. A 50 metre landscaped/open buffer should be retained around the woodland, unless demonstrated otherwise to the satisfaction of the Council, forming a transitional area, to ensure suitable protection to the Ancient Woodland from nearby development;
 - retaining and enhancing existing natural features such as hedgerows and field boundaries wherever possible;
 - the proposed footpath/cycleway network as far as is practical. Options should be explored to combine these routes with any sustainable urban drainage facilities and local play areas and play facilities, to create a multifunctional network; and,
 - a strategy for long term maintenance and management to ensure high standards of provision
8. The provision of formal playing pitches within the development and/or contributions to meet some or all of the identified needs off site, in a locally accessible location.
9. The heritage assets within the site and their setting, with particular reference to Dordon Hall and the Obelisk.
10. Design guidance setting out key placemaking features across the site; maximising the opportunity afforded by the topography; incorporating key views of the surrounding countryside; the positive incorporation of natural and historic features; and ensuring the delivery of high quality design throughout
11. Community and key stakeholder consultation, engagement
12. Providing a clear delivery strategy for the new development, ensuring the timely implementation of site wide infrastructure and overall phasing, to ensure a comprehensive and coherent place is created. Subject to and having regard to viability assessment.

Land to the east of Polesworth & Dordon between the A5 and B500 will be allocated for development

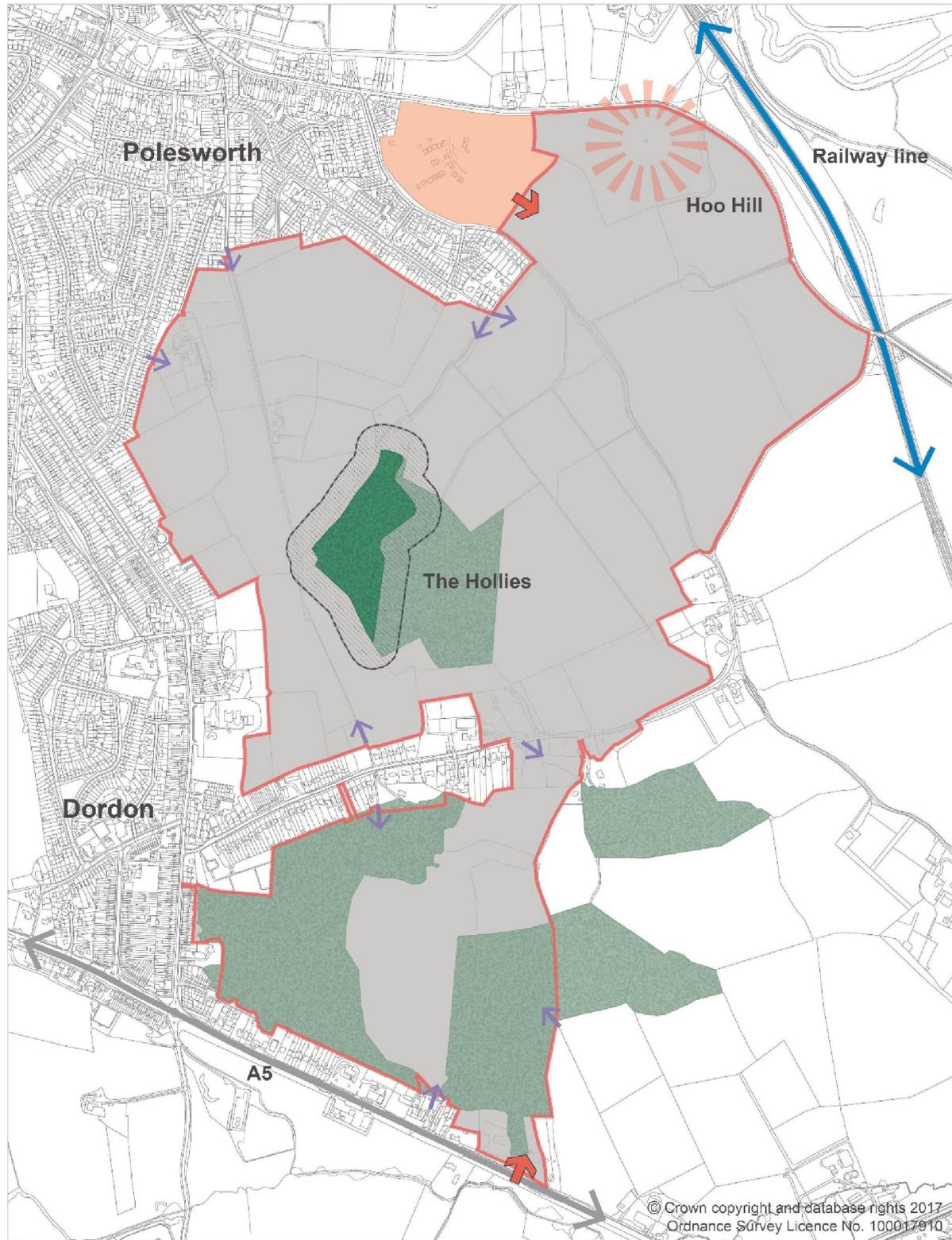
Land to the east of Polesworth and Dordon between the A5 and the B500 is allocated for development. It is expected that there will be a minimum of 2000 dwellings.

Development will be carried out in accordance with the approved Concept Plan. Development will include:

- a new distributor road;
- a mixture of house types which will include housing for the elderly and for young people as well as an area for self-build;
- retention, and long term management of designated and non-designated Local Wildlife sites and the delivery of accessible public open space within the site, to include the creation of a local Country Park and nature reserve involving part of the former Orchard Colliery and the Hollies to facilitate improved recreational provision for Polesworth and Dordon;
- a hub will be created which will include retail, community and health facilities;
- pedestrian and cycling provision throughout the site to ensure healthy means of access;
- access along Dunns Lane to the west will be limited / controlled; and
- Development will be considered as a whole and any smaller development will need to show how it is contributing to and providing the required infrastructure to ensure the successful development of the whole area.

SAP HS1, SAP OS3, SAP TP2, Site DOR26 POL7 & POL13

Figure 1 - Polesworth and Dordon Strategic Site Allocation



Polesworth and Dordon

Strategic Site Allocation

Legend



Site allocation - area within the red line only (160.8 hectares)



Local Wildlife Sites (see also Policy LP16)



Ancient Woodland at The Hollies Local Wildlife Site



50m protection buffer around Ancient Woodland (see Policy H7(7))



Indicative locations for north/south link road access points



Some of the access points for walking and cycling routes



Route of the railway line to the east of the Strategic Site Allocation



Route of the A5 to the south of the Strategic Site Allocation



Grade II listed Obelisk - key landmark on site of St Leonard's Chapel



Consented site for 145 homes (currently under construction)

15.38ac Land to the east of Polesworth, between the B5000 and Coventry Canal is proposed for residential development. Design should take into account the sites proximity and relationship to the canal. Access into the site should be via the new roundabout on the B5000, currently serving the residential development to the south. Potential for further development to the east exists but this should be accommodated and accessed through the proposed site.

H8 Land west of Woodpack Farm, Polesworth

Some 1.5 hectares of land west of Woodpack Farm, Polesworth, to the north of B5000, is allocated for housing and will deliver approximately 32 units. Subject to the agreed of the highways authority access to the site will be from a fourth arm of the new roundabout recently built to access the land to the south.

15.38bd Land adjoining the Coventry Canal to the rear of properties off Potters Lane at Fairfield's Hill is proposed for residential development. Access to the site will require demolition of some existing buildings accessing onto Fairfield's Hill. Design should take into account the sites proximity and relationship to the canal and the presence of the surrounding residential development. An archaeological assessment should also be undertaken to reflect the sites location and relationship with early local industry.

H9 Land off Fairfield's Hill, Polesworth

Some 0.4 hectares of land off Fairfield's Hill, Polesworth is allocated for housing and will provide for approximately 9 units.

15.39 The site is a brownfield redevelopment opportunity in a highly sustainable location, close to the town centre and community facilities on the site of a former primary school and secondary and adult education centre. The site lies close to the 12th century Abbey church, now the parish church of St Editha, which is a Grade II* listed building, the 14th century gatehouse, also Grade II* listed and the site of Polesworth Abbey a former medieval Benedictine nunnery. The latter two heritage assets are also Scheduled Ancient Monuments. The development of the site will therefore require sensitive design and, where possible, retain or enhance existing views from the High Street into the Church, Abbey and grounds.

15.40 The opportunity to retain the 19 Century vacant former school building as part of any redevelopment proposal, through conversion and re-use should be sought to retain links with the history of educational use on the site.

H10 Land at the former Polesworth Learning Centre site, High St, Polesworth

A brown field site of approximately 0.7 hectares of land south of High Street, north of Polesworth Abbey, on the former Polesworth Learning Centre is allocated for residential redevelopment.

Development of the site will need a high quality of design and landscaping to reflect the proximity of the Abbey and its setting,— including its grounds, curtilage and associated buildings and provision must be made for retaining views into the Abbey from the High Street. Any development should complement the setting of St Edith's church and former Abbey and the character and appearance of the Polesworth Conservation Area retaining key views and the old school buildings.

SAP

Employment

15.41 Birch Coppice is one 1.5 hectares of the current site are allotments. These will need to be replaced subject to further consultation with alternative provision being provided at a more accessible location close to existing residential areas. The existing allotments use must be replaced and relocated to an alternative location north of the A5, prior to any redevelopment proposal being granted. Land north of the A5 in association with DOR10, DOR13 Open space and the existing allotments off Browns Lane, is considered a potential suitable location.

E2 Land to the immediate west of Birch Coppice Business Park, Dordon

Approximately 5.1 hectares are allocated for employment purposes on land to the immediate west of Birch Coppice south of the A5 at Dordon. Landscaping will be required along the A5 and to the residential properties on the A5. Replacement allotments will be required to be provided to land north of the A5.

Access to the site must be via the current Birch Coppice service road, Arley Drive off Danny Morson Way and not via a separate new access onto the A5 Watling Street.

Identify a Site opportunity for accommodating open space/recreation uses involving relocation from land south of A5 to land north of A5, to facilitate improved recreational provision and facilitating employment and/or mixed development opportunities.

SAP EMP5, SAP OS2

15.42 The allocation of the playing fields south of the A5 at Dordon reflects an opportunity to relocate the current recreational use (Birch Coppice Football club ground) to a site closer to existing residential areas and help rationalise accesses onto the A5. The site, if redeveloped, can utilise access from the adjoining allocated employment site allowing closure of the current access onto the A5.

E3 Site of playing fields south of A5 Dordon, adjacent to Hall End Farm

Site of playing fields south of the A5 at Dordon (3.45 hectares), adjoining Hall End Farm and Birch Coppice is allocated as an employment site, for low intensity, small scale, primarily B1, research and development uses, appropriate to the location reflecting the proximity with existing leisure and residential development and accessed off the adjoining employment site. The existing recreation use will be replaced and relocated to an alternative location north of the A5, prior to any redevelopment proposal.

SAP EMP3, SAP DOR13

Category 2: Settlements adjoining the outer boundary of the Borough

Tamworth

Employment

15.43 In the Core Strategy and the in the Draft Site Allocations the Borough Council was not keen to identify any sites for dealing with a particular need identified by neighbouring local authorities. It is important to the Borough Council that residents and businesses are seen as being part of North Warwickshire. This is the stance that Borough Council would like to continue in the main. However it recognises that this cannot always be the case. There are some sites that are clearly, due to their road layouts in particular, seen as being part of the neighbouring local authority. This in some ways makes the distinction clear that a site is serving the needs of the neighbouring local authority. The site south-west of junction 10 of the M42 is such a site. Its physical location and access through the existing Relay Park means it is read as being part of Tamworth. For this reason the Borough Council will accept that this contributes to the proportion of 14 hectares being sort by Tamworth Borough Council within their adopted Local Plan 2015. Further discussions will take place with Tamworth Borough Council and Lichfield District Council to ascertain the location of the further 6.5 hectares.

~~Land to the South-west of Junction 10, M42 extension to Centurion Park, Tamworth~~

~~8.5 hectares south west of A5 at Junction 10 of the M42 adjoining Centurion Park at Tamworth will be allocated for the needs of Tamworth primarily for B1, B2 and B8 uses.~~

SAP

Housing

15.44 In addition to employment land Tamworth Borough Council is also seeking a further 825 dwellings to be provided between North Warwickshire Borough Council and Lichfield District Council. Any provision is not in additional to the 3790 for the Greater Birmingham HMA but as part of that provision as Tamworth is clearly part of the Greater Birmingham HMA.

15.45 The land to the west of Robey's Lane was not considered to be part of the Meaningful Gap due to its relationship to Tamworth and is seen as an opportunity to develop a site directly adjacent to the site of the former Golf course which is currently under construction in Tamworth. The opportunity exists to provide access with this site to ensure that the developments are undertaken comprehensively. It is important that when considering the needs of the site in terms of the required services and facilities that consideration is given to cross-border implications. A number of meetings have already taken place between the Borough Council, Tamworth Borough Council, Staffordshire County Council and Warwickshire County Council.

15.46 Robey's Lane itself is a small rural lane and it will be important that this is retained to ensure that the rurality of the gap is maintained. It leads to Alvecote Priory and Alvecote Wood. Both of which are important heritage assets. A landscaped buffer will be provided to the west of the Lane to assist with maintaining and strengthening the gap in this locality and assist with the setting of the ancient woodland and -priory.

H13 Land adjoining Tamworth west of Robey's Lane

An area of approximately 66 hectares, east of the former Tamworth Golf Course and west of Robey's Lane is allocated primarily to be released for residential development. -subject to:

Prior to development taking place a Master Plan must be agreed by the Borough Council. Development will then take place in accordance with the agreed Master Plan. The Master Plan will include:

- impacts on the scheduled ancient monument to be considered and taken into account in the design and form of the future development;
- primary access to be provided via the adjoining Golf Course redevelopment site (only service/emergency and pedestrian access to be accommodated onto Robey's Lane);
- a mixture of house types which will include housing for the elderly and for young people as well as an area for self-build;
- health and education facilities in terms of land and financial contributions;
- the delivery of accessible public open space within the site linking with adjoining developments, including pedestrian and cycle route access to the Coventry Canal and open space proposed to the north of the Golf Course site;
- the provision of a significant landscaped buffer along the site boundary with Robey's Lane with particular attention given to the proximity with, and potential impact on, Alvecote Wood and Alvecote Priory, respectively an ancient woodland and scheduled ancient monument.

None

Lindridge Road, Wishaw

15.47 Within the Birmingham Local Plan there is a Sustainable Urban Extension (SUE) called Langley SUE. This site is expected to deliver in the region of 6,000 dwellings. The site north of Lindridge Road, Wishaw lies directly north of the Langley SUE and would provide for around 140 dwellings. It is a triangular piece of ground and is bounded to the east by the motorway. The site is currently in the Green Belt and it is proposed to exclude the site from the Green Belt and to seek it to be developed as part of the Langley SUE. It would make a natural extension to the housing proposal and would have a strong defensible boundary of the motorway to the east. The proposed allocation of housing in this location is because of the future presence of Langley SUE and it is therefore important that the site is not developed in isolation from the SUE.

H14 Lindridge Road, Wishaw

Approximately 6.7 hectares north of Lindridge Road, Wishaw is to be excluded from the Green Belt and allocated for residential development subject to;

- Delivery, access and development of the site to be directly linked to the development and delivery of the Langley Sustainable Urban Extension immediately to the south within Birmingham City Council administrative area and allocated in the Birmingham Local Plan.
- The location of residential development and open space to take account of the proximity of the Langley Mill Sewage Treatment Works off Lindridge Road to the north-west of the site and M6 (Toll) to the east and north.-

None

Horiba MIRA Technology Park & Enterprise Zone

15.48 The MIRA Technology Park & Enterprise Zone was established in 2013. The MIRA estate covers an area of approximately 874 acres (353 hectares) – roughly 1.05 by

1.55 miles (1.7km by 2.5km). The site has over 58 miles (95km) of test track, which along with its other specialist testing equipment make it a unique automotive testing facility within the UK. Although the majority of the site falls within the Borough of Hinckley & Bosworth the Borough Council has been working with HBBC and Nuneaton & Bedworth BC to ensure the benefits of its growth are far reaching.

15.49 The Local Plan production has given the opportunity to look at how further growth could be permitted which would exploit the different emphasis of jobs for the benefit of the Borough. This Plan supports the focus on advanced manufacturing and engineering consistent with the sub-regional vision established by the Coventry and Warwickshire Local Enterprise Partnership under the SEP. Approximately 42 hectares has become available to the south of the main site. This land will be outside of the current Enterprise Zone. It will become known as the Southern Manufacturing Park (SMP)

15.50 Due to the nature of the Technology Park and because of the strong desire of the Borough Council to broaden its employment base the site will focus on B1 (research and development) and B2 uses. Logistic uses will not be permitted. The Borough Council sees this as a unique opportunity to build on the success of Horiba MIRA and does not wish to see this diluted in any way.

15.50a Nurturing infant companies within the research and development arena is an important element of looking to the future and ensuring that focusing on maximising the benefits both for and from the developments taking place at MIRA (both north and south of the A5). Therefore a key requirement is to provide a place where individuals / starter businesses with great ideas can come and try them out and take advantage of the location and expertise. Discussions will continue with the owner, CWLEP and WCC to determine the optimum size for an incubator building or buildings.

15.50b The site is located off the A5 which is a Roman Road. Therefore before development takes place any potential archaeology of importance will need to be carried out in accordance with national policy guidance. The site is also close to the Caldecote estate and St Chads Grade II* listed Church. The wider landscape impact will need to be considered and taken into account in the final form and design of development.

E4 Land to the south of Horiba MIRA Technology Park & Enterprise Zone

Approximately 42 hectares will be allocated for B1 (research & development) and B2 use to the south of the A5 at Horiba MIRA Technology Park & Enterprise Zone, ~~with 18.4 hectares being made available in the short term.~~

Purpose built premises will be required to be provided on approximately 2 hectares to cater for small incubator units.

B8 (warehousing & distribution) will not be permitted unless it is ancillary to the main use. Development will be carried out in accordance ~~with an agreed~~ a Master Plan.

The Master Plan, to be agreed by the Borough Council, will include:

1. The provision of a cycle and footpath link along the A5 to Atherstone and Mancetter;
- ~~2. Access~~ access to the cycle/pedestrian route to the south east of the site; ~~and~~
- ~~2. A~~ a landscape buffer to the southern and south eastern boundaries of the site; ~~;~~
- ~~3. means to maximise on site solar energy generation;~~
- ~~4. means of controlling lighting and in particular to minimise impact on Caldecote; and,~~

~~3.5. the final form and design of development will take into account the impact on heritage assets.~~

~~It is likely that development will be carried out in phases with at least 18 hectares coming forward within this Plan period.~~

None

Category 3 Local Service Centres

Baddesley & Grendon

15.51 Baddesley Ensor and Grendon are two villages which are co-joined. They are situated about 2½ miles from Atherstone. Grendon reflects the unplanned “ribbon” development of the early to mid-1900, running south east along the A5. Whilst Baddesley Ensor rises up Boot Hill from the A5 with the main centre located from Hill Top to Keys Hill/New Street. Baddesley benefits from a number of services and facilities, including the primary school, village hall, public house and a few shops and daily bus service. It has a community library in the village hall and community hub. Grendon in addition has a post office, public house and a newsagent. There is also a Working Men’s Club and bowling green. New development should help maintain existing services, but must be developed in character with the village, addressing service needs and highway issues.

15.51a Church Farm is located to the north of New Street, Baddesley Ensor. Car sales have taken place from the site. The allocated site extends beyond the farm buildings. Due to its setting, in relation to both natural and built resources, it requires careful consideration of the form of the final development.

H15 Land at Church Farm, Baddesley Ensor

Land at Church Farm New Street, Baddesley Ensor, comprising 2.2 ha is allocated for residential development. A high level of design and care is required to address the setting of the nearby ~~Grade 2* Listed Church of St Nicolas Church~~ and ~~Grade 2 listed war memorial~~, the sensitive landscape edge and setting of the site as highlighted in the Council’s Landscape Character Assessment for the settlement. Any harm to the designated and non-designated assets must be justified and evidenced. Where development is justified then appropriate mitigation must be undertaken. Views from the existing settlement through the site to the Church and war memorial shall be retained.

Consideration should be given to the retention of the former Church Farm dwelling, which is recognised as a fine historic agricultural complex, where possible as part of any development proposal to reflect the character of the site and aid in integrating the site with the existing village.

The site design should incorporate high value biodiversity features and aim to protect neighbouring designated sites for nature conservation via the appropriate use of semi-natural buffers.

SAP Site BE7

15.51b Land to the north of the Grendon Community Hall which was formerly the Youth centre is owned by Warwickshire County Council. It is relatively small site but can provide for a small development that can be intergrated into the village and other properties along Boot Hill.

H16 Land north of Grendon Community Hall (former Youth Centre)at Boot Hill, Baddesley Ensor

Land at Boot Hill adjoining the former Youth Centre, currently Grendon Community Centre, comprising 0.3 ha, is allocated for residential development. Development of the site should ensure retention of the mature trees to the boundaries of the site to reflect the character of the site and aid in integrating the site into the existing village.

SAP Site BE3

15.51c The Sparrowdale School on Spon Lane, previously owned by Warwickshire County Council, closed over ten years ago. It has been proposed for developemnt for sometime but due to the complexities of former school sites it has taken some time to come forward. In addition, the recycling centre, located adjacent to the school site, was moved to Birch Coppice and so is now also available for development. It is appropriate that the two sites are considered together.

H17 Land at Spon Lane, Grendon (former Sparrowdale School and Former Recycling Centre)

Land at Spon Lane, Grendon on the former Sparrowdale school site, comprising 1.9 ha, and the former recycling centre, comprising 0.2 ha, are allocated for residential development. Access to the sites will be via Spon Lane using the existing access points. The most southern access point will be closed in the interest of highway safety. A pedestrian cycle link will be expected to the east of the site as well as the provision of a play area.

SAP Sites GRE1 & GRE2

15.51d Land to the north of Grendon off Spon Lane has been developed for housing and is now complete. A second phase is being proposed which will extend the area for a further 120 dwellings. A third phase is reserved and is referred to in policy LP39(a). This third phase will allow for land to be protected from development to allow for the future dualling of the A5.

H18 Dairy House Farm (Phase 2), Grendon

Some 9 hectares of land at Dairy House Farm, Spon Lane Grendon will form Phase 2 of housing for approximately 120 dwellings. Contributions will be required for health and educational facilities. Improved and / or new recreational facilities will be provided.

Hartshill with Ansley Common

15.52 Hartshill with Ansley Common is one of the five Local Service Centres. It has a wide range of service and facilities. The main facilities include a large secondary school, serving a wide catchment area in parts of North Warwickshire and Nuneaton, one of the largest Junior Schools in Warwickshire and a primary school.

The scale of school provision is a particular feature of the village and needs major investment both in terms of the buildings as well as providing better access to the schools.

- 15.53 There has been considerable housing development in the village in the last 40 years, which has resulted in two large estates either ends of the village. There is potential for further housing growth including a number of previously developed sites, as well as substantial Greenfield sites. The key would be to allow development that would reflect the nature of the village, as well as improve the local services and facilities. Although it has a very close proximity to Nuneaton it remains an area which has a more rural character. Any development in this area will affect residents and businesses in both Boroughs’.
- 15.54 Hartshill has a long history of mineral extraction, with hard rock quarries to the east. To the west there are the remains of the Moorwood mineral railway line and there are sites that have previously been tipped. Early consideration of beneficial after uses of mineral sites needs to be undertaken. Any uses would need to protect and enhance the rich natural and geo-diversity in this area.

Housing

- 15.55 It is proposed to allocate some 30 hectares at land off Church Road, Hartshill. The land extends to Nuneaton Road in the east to Camp Hill Road to the south. There are areas of land to the north west of the site which are still potentially operational for mineral extraction, but these lie outside of the allocated site. The owners, Tarmac and Hanson, are keen to secure the site and quarries long term use as well as give the opportunity, either in its entirety or in parcels, to be released for uses that would assist the continued vitality of the village. The Hartshill Parish Plan and Neighbourhood Plan have highlighted a need for housing for older people. It is expected that due to the size of the site that a range of house types will be provided.

H19 Land off Church Road and Nuneaton Rd, Hartshill

Some 30.6 hectares at land off Church Road, Hartshill is allocated for a minimum of 400 dwellings with associated infrastructure.

Development will be undertaken in accordance with a Concept and Master Plan agreed with the Borough Council. The document will be prepared to assist with the development of the site. Development of the site will include:

- a through road from Church Road to either Nuneaton Road or Camphill Road capable of buses, emergency vehicles and waste vehicles manoeuvring freely;
- access and parking issues addressed;
- a range of house types to include housing for the elderly and young people; and
- a net improvement in educational, sport and recreation facilities within and adjoining the site to include educational infrastructure to assist the adjoining secondary school and nearby primary schools as well as the ~~retention-protection~~ and long term favourable management of designated Local Wildlife sites; and,-
the setting of the Holy Trinity Church to be assessed and taken into account in the design and form of the future development.

SAP HS3 (Site HAR 3)

15.56 There are a number of sites that have been put forward for housing development around Ansley Common. Some 19.7 hectares north of the village and 15 hectares south of the village have been allocated. These large areas give the opportunity for a number of services and facilities to be improved as well as improve the local roads.

15.57 Access to these sites will need to be investigated and solutions be implemented comprehensively. This may also involve sites within the boundary of Nuneaton and Bedworth Borough Council.

H20 Land north and south of Ansley Common

Some ~~19.7 hectares (north) and~~ some ~~15-17.2~~ hectares (south) of land at Ansley Common are allocated for housing development. It is expected that at least ~~585-450~~ dwellings will be developed in this Plan period. Development will take place comprehensively in accordance with an agreed Concept and Master Plan.

Development of the site will include:

- 1 ~~a through road from Plough Hill Road to Coleshill Road;~~
- 2 ~~a range of house types to include both affordable and market housing for the elderly and young people;~~
- 3 ~~the provision of cycle and footpath links through the site;~~
- 4 ~~the provision of new and / or improvements to existing health and education facilities;~~
- 5 ~~improvements to the adjoining sports ground and allotments;~~
- 6 ~~the setting of Brett's Hall and the estate will be considered and any impacts minimised;~~
- 7 ~~a drainage strategy be prepared and implemented; and~~
- 8 ~~the provision of a 50m (or as agreed) buffer will be retained and maintained to the ancient woodland of Brett's Wood.~~

None

15.58 There are further sites around Ansley Common that have been put forward for development. The site off Oldbury Road cannot be developed as it is a Regionally Important Geological Site (RIG). An additional area to the west of the northern ~~19.7-21.6~~ hectares site will be reserved for longer term housing needs. It is very important that this site is considered with the other allocations in the area to ensure that the services and facilities, including road access, educational and health facilities, are planned comprehensively. This is referred to in policy LP39(a).

Reserved housing sites

~~Further land to the north of Ansley Common is allocated as a reserve housing site. It will be planned as part of the above site.~~

None

Kingsbury

15.59 Kingsbury is located to the western half of the Borough south of Tamworth. It is constrained by a flood plain to the west and the Birmingham to Tamworth railway line to the east. The Kingsbury Oil Terminal lies to the north east. HS2 Phase 2b will run

from the south-west to north-east to the north of the village. The village is surrounded by Green Belt. It has a small conservation area with one of English Heritage's Buildings at Risk. Kingsbury is now a large, semi-rural village

15.60 Kingsbury Hall is currently on the Building at Risk register prepared by Historic England. The Hall and adjoining land extends to 2.8 ha site. The Hall and its surrounding grounds, walls and structures are Grade 2* listed. They are also part of a Scheduled Ancient Monument. The adjoining developable area amounts to approximately 2.3ha.

15.61 Land to the north of Kingsbury has been safeguarded which is explained in more detail in Policy LP4

~~Some works to the Hall have already been carried out but there is an urgent need to consider further opportunities for its restoration and conservation through allowing some adjoining enabling development, which will both guarantee the completion of current works to the building that are stalled (allowing weather ingress and the risk of further dereliction and vandalism) and provide some support and re-assurance for its future conservation and retention.~~

~~15.62 Some 28 units have already been given planning approval. However it is clear that additional development is required in order to ensure that the Hall is restored and that it can be removed from the Buildings at Risk register. Access for the additional development may be a constrained and this will need to be investigated and a workable solution be approved by the County Highways team in order to maximise the development possible.~~

Kingsbury Hall

~~2.8 hectares of land at Kingsbury Hall (including the curtilage of the Hall) will be excluded from the Green Belt and proposed for housing to enable the completion of the works to the Hall. A schedule of works will be agreed prior to any development taking place to minimise the impact of development on the heritage asset and to maximise the potential for delivering a quality development whilst restoring and conserving the building and its surrounding curtilage.~~

~~Approval of access improvements will be required prior to development taking place. Access will be provided via Coventry Road and/or Tame Bank/Bromage Avenue.~~

None

Water Orton

15.63 Water Orton is constrained by the Green Belt and the River Tame. It is under pressure for further development due to its close proximity to Birmingham. Major road and rail transport infrastructure surrounds the village. In addition the delta junction for the High Speed Railway (HS2) will lie to the south and west of the village. The majority of the route in this area will be either on embankment or viaduct and be four tracks wide.

Education

15.64 As a result of the development of Phase 1 of HS2 there is a need identified to move the current Water Orton Primary school to a new location. This has been given as an

assurance by the Secretary of State and is an essential part of the mitigation for the proposed railway line. Water Orton is constrained on the lack of opportunities that could fit the criteria of providing a good quality school environment, close to the existing village away from other noise generators such as other railway lines. The only potential site is a site off Plank Lane. For this exceptional reason the site is removed from the Green Belt and allocated as a site for the new school.

- 15.65 The site constitutes approximately 3ha on land north of 'The Green' and Plank Lane, Water Orton. Development of the site is subject to the programme and delivery of HS2 and any necessary compensatory agreements, to ensure both that funding resources and a delivery programme is in place to ensure delivery of the community/education facility.

S1 New School

Land off Plank Lane Water Orton will be removed from the Green Belt and allocated for a new primary school, including playing fields.

None

Housing

- 15.66 There is one main housing allocation in Water Orton. The site has become available due to the relocation of the school. This enables the release of the old site for residential redevelopment and will help support the provision of the new school at Plank Lane. These are exceptional circumstances. The site comprises 2.8 ha of land, which includes the current Water Orton Primary School, playing fields and associated facilities that lies between Attleboro Lane and the boundary edge of the area safeguarded for HS2 Phase 2 route into Birmingham.

- 15.67 It is proposed to remove from the Green Belt the area of the site beyond the school buildings. The embankment of the HS2 route will form the new line of the Green Belt in this particular area and form a firm defensive boundary. The proximity of the site to the HS2 route to the south will need to be addressed by any development proposals.

H21 Former site of Water Orton School

The site of the former Water Orton Primary School (2.8 hectares) at Attleboro and Vicarage Lane, Water Orton is allocated for housing. The development will include;

- a range of house types to include housing for the elderly and young people;
- the retention of the original 19th Century School Building; and,
- the provision of a landscaped buffer to the southern boundary of the site, alongside the area safeguarded for the HS2 Phase 2 route.

None

Category 4 Other Settlements

Ansley

- 15.68 Ansley is a large parish to the west of Nuneaton containing the two main settlements of Ansley Village and Ansley Common. Ansley village lies west of Nuneaton along the B4112 Birmingham Road just under a kilometre from Church End, the old village containing the church, a specialist school, and vicarage. The houses of the present Ansley village extend for nearly a mile along Birmingham Road. The location of the settlement is rural but with a character linked to previous mining activity including housing. The settlement is also characterised by some small scale farmed landscape with varied topography and landscape. The settlement includes a village store and fish & chip shop, a post office point, 2 public houses and social club, church hall, recreational facilities and bus services into Nuneaton/Hartshill but no primary school (the nearest being at Arley or Ansley Common and Galley Common).
- 15.69 The levels of facilities and services within the village are considered insufficient to support major development levels. Ansley's role will be primarily to serve its own local needs in terms of development, particularly in terms of affordable housing, and serve a limited rural hinterland around. These development needs are expected to be fairly limited. Development potential is also limited by Green Belt designation along the southern and western boundary of the village. Two allocations have been made towards the northern part of the village.

H22 Land at Village Farm, Birmingham Road, Ansley-Common

Land at Village Farm, Birmingham Road comprising a 0.6 ha brownfield redevelopment site opportunity is allocated for residential development. Consideration should be made for retaining the original 19 Century farm dwelling as part of any redevelopment proposal to reflect the character of the site and aid in integrating the site with the existing village.

SAP Site Proposal ANS1

~~Land rear of Village Hall, Birmingham Road, Ansley Common~~

~~Land rear of Village Hall, Birmingham Road comprising 1.5 ha is allocated for residential development and is expected to provide improved access and parking facilities for the adjoining village hall as part of any development proposals.~~

SAP Site Proposal ANS4

15.69a Land off Tunnel Road, Ansley was granted planning permission following an appeal. The proposed 2nd phase is a natural extension.

H23 Phase 2 to land off Tunnel Road, Ansley

Some 2 hectares of land to the east of Ansley is allocated to create Phase 2 to land off Tunnel Road and will deliver 79 dwellings. Contributions will be required for health and educational facilities. Improved and / or new recreational facilities will be provided.

None

Austrey

- 15.70 The village is situated within attractive countryside close to the Leicestershire border. It consists of approximately 400 houses, two churches, a primary school and a pre-school, public house, 2 playing fields and a shop/post office. There are at least 14 Listed Buildings/Structures, some with altered fronts, but at least five of them show old timber-framing. There is some potential for small scale redevelopment or expansion.
- 15.71 It is normal practice that if a site has planning consent that it is not included in a Local Plan as an allocation as the principle of development has already been accepted and to avoid double counting. The following site is not included in the list of new allocations but is included here due to the important local facilities that the development will deliver. The proposal will deliver community services, parking for the village hall and open space. The development boundary will be drawn around the current consent.

H24 Land off Main Road, Austrey

Land off Main Road, Austrey is allocated for a mixed use proposal for housing, to provide additional Open Space (village green) and an element of parking for the church and village hall.

SAP HS3 (Site AUS14)

Newton Regis

- 15.72 The village of Newton Regis lies grouped along roads from Austrey on the south-east and Seckington on the west, Shuttington to the south and is the northernmost village in the Borough. Many of the houses are modern, but at the west end of the village there is a large conservation area which has retained its character, with black and white cottages, thatched roofs, farm buildings, a picture book duck pond and church, all combining to form the traditional old world village image. More recent housing development has blended in well with the older buildings.
- 15.73 The village has limited services including one school with a nursery. The Village Hall is a recently constructed building which gives the community access to better facilities and services and currently accommodates Post Office services. There is some potential to accommodate well designed small scale development.

H25 Site Manor Farm, Newton Regis

1 hectare of land is allocated for housing development~~ed~~ at Manor Farm, Newton Regis. The site needs to be sensitively developed due to the conservation area, listed buildings and important local buildings. Any harm on the list buildings are to be considered and taken into account in the design and form of the future development;

SAP Site Proposal NR3

Shuttington

- 15.74 Shuttington is a small village and parish to the north of Tamworth. The village stands centrally on the highest ground, at about 280 ft. and from here the land falls fairly

sharply westwards to the River Anker. Services are limited with a public house, village hall and playing fields.

H26 Land south of Shuttington Village Hall

1.5 hectares of land is allocated to provide for a approximately 24 units ~~will be developed~~ on land south of Shuttington Village Hall. It ~~can~~ will provide for a range of housing needs.

SAP part of Site Proposal SHUT1

Warton

15.75 Warton is a small village north-west of Atherstone and to the east of Polesworth, which has accommodated additional development since the 1960s. The village has a range of services and facilities with a primary school, two public houses as well as a Working Men's club. There is one remaining shop / post office in the centre of the village and a further facility with ATM. The recreational facilities are identified as needing improvement.

15.76 Land north of Orton Road, Warton lies within walking distance of the Fox and Dogs pub, the approved retail facility and the Warton Nethersole's Primary School. The provision of a pedestrian and cycle link from Little Warton Lane and serving the whole site is important to both access the site sustainably and help integrate the site into the village.

H27 Land north of Orton Road, Warton

Land north of Orton Road, east of Warton comprising 4.2 hectares is allocated for residential development. The site will be brought forward in agreed phases. Development will include;

- those allotments currently in use will be re-provided on site;
- off-street parking to serve the existing dwellings fronting Orton Road to the west;
- traffic calming measures along the site frontage onto Orton Road; and
- the provision of a pedestrian/cycle access route to the west from the site onto Little Warton Road;

SAP part of Site Proposal WAR8

15.76a Some of the land off Barn End Road is being proposed for housing development. A developed site for a minimum of 80 can be created by the introduction of a landscaped area which effectively recreates a strong boundary to the open field beyond.

H28 Land off Barn End Road, Warton

Some 4.5 hectares is allocated for housing at land off Barn End Road, Warton providing for a minimum of 80 units. A landscaping strip will be provided to the east of the site to create a strong landscaped boundary to the field beyond. Contributions will be required for health and educational facilities. Improved and / or new recreational facilities will be provided.

Wood End

15.77 Wood End is an old mining village which grew around the former Kingsbury Colliery. It has a church, a primary school, a small store, club and a village hall. Much of the village dates from the 1980s, with the old housing being demolished and replaced, with further recent redevelopment at formerly Islington Crescent, now known as Meadow View. The Colliery has been redeveloped into the Kingsbury Link Industrial estate. Green Belt constrains the potential for development to the south and west.

H29 Land south of Islington Farm, r/o 115 Tamworth Rd, Wood End

1.3 hectares of land are allocated for housing development. Access to the site can be from Meadow View. It can provide for a range of housing needs.

SAP part of Site Proposal WE3A

Category 5 Outside Settlements

15.78 There are no site allocations beyond the development boundaries as shown on the Proposals Map.

Chapter 16 Monitoring

16.1 Monitoring of the Local Plan is a central component of ensuring that the Plan delivers. Equally as important is the monitoring of neighbouring plans to ensure that they are delivering their required developments.

Table XX: Monitoring Information for individual policies

Local Plan		Indicator	Target
No of Policy	Policy Title		
LP1	Sustainable Development	<u>% Positively prepared planning applications approved in compliance with the Local Plan</u> <u>Provision of infrastructure</u>	Ensure all planning applications accord with the policies in this Plan <u>Amount of infrastructure provided</u>
LP2	Settlement Hierarchy	<u>Amount of development</u>	<u>Where the development requirements identified within the housing trajectory are not delivered over a 2/3 year period (Monitoring with AMR)</u>
LP3	Green Belt	<u>Changes to Green Belt</u>	
LP4	Safeguarded Land	<u>Amount of land released for development</u>	
LP5	Meaningful Gap	<u>Amount of development taking place</u>	<u>Maintenance of gap between Tamworth & Polesworth & Dordon</u>
LP6	Amount of development	<u>Amount of development taking place</u>	<u>9600 dwellings, 100 ha of employment land & 9 residential and 5 transit Gypsy & Traveller pitches</u>
LP7	Housing Development	<u>Type of development taking place</u>	<u>To provide a mix of housing</u> <u>Five year housing supply</u>
LP8	Windfall	Amount of development	Actual number of windfalls
LP9	Affordable Housing Provision	Amount of development	Actual number of affordable housing delivered <u>Where there is a low trajectory of housing provision</u>
LP10	Gypsy & Travellers		<u>Sites provided in accordance with policy</u>
LP11	Economic Regeneration	<u>Improvement in economic performance</u>	<u>Evidence of broadening employment base.</u> <u>Limited loss of employment land.</u>

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LP12	Employment Areas	<u>Improvement in economic performance</u>	<u>Monitoring of uses on existing industrial estates</u>
LP13	Rural Employment	<u>Improvement in economic performance</u>	<u>Number of schemes supported for farm diversification & re use of rural buildings</u>
LP14	Natural Landscape Environment	<u>Landscape character</u>	<u>No adverse impact on sensitive areas</u>
LP15	Historic Environment	<u>Heritage at Risk</u>	<u>A reduction in the number of assets on Heritage at Risk Register</u>
LP16	Natural Environment Conservation	<u>Addressing quality and number of local sites</u>	<u>Amount of any unjustified loss</u>
LP17	Green infrastructure	<u>Measurement of number and size of sub-regional and local GI assets and biodiversity connectivity</u>	<u>Amount of any unjustified loss linked to the GI Study</u>
LP18	Tame Valley including Kingsbury Water Park		
LP19	Local Nature Reserves	<u>Improvement to the natural environment</u>	<u>Number of LNR's maintained</u>
LP20	Green Spaces	<u>Protection of important local spaces</u>	<u>Number of any unjustified losses</u>
LP21	Towns Centres & Neighbourhood Centres	<u>Vitality & viability of centres</u>	<u>Reducing the loss of retail</u>
LP22	New Services & Facilities	<u>Provision of new services & facilities</u>	<u>Number provided</u>
LP23	Loss of Services & Facilities	<u>Maintenance of existing services and facilities</u>	<u>Number of any unjustified losses</u>
LP24	Recreational Provision	<u>To enhance the sustainability of developments</u>	<u>Number of new or improved facilities</u>
LP25	Transport Assessment and Travel Plans		
LP26	Stations	<u>Improving station provision</u>	<u>Number of new or improved stations</u>
LP27	Railway lines	<u>Protection of the strategic route of HS2</u> <u>Future safeguarding of potential transport routes</u> <u>Level Crossings</u>	
LP28	Level Crossings		
LP29	Strategic Road Improvements	<u>Improvements to strategic road network</u>	<u>Implementation of improvements to key routes – A5 in particular</u>
LP30	<u>Walking & Cycling</u>	<u>Improved networks</u>	<u>A walking/cycling strategy</u>
LP31	Development Considerations	<u>Amount of flood storage</u>	

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		<u>Achieving the Green Space Strategy action plan</u> <u>Creation of alternative transport services/routes</u>	
LP32	Built Form		
LP33	Shop Fronts, Signage & External Installations		
LP34	New Agricultural & Equestrian Buildings		
LP35	Water Management		
LP36	Parking		
LP37	Renewable Energy & Energy Efficiency	<u>Amount of onsite energy generation</u> <u>Energy reduction measures</u>	
LP38	Information & Communication Technologies		Extent of coverage of areas enabled for superfast broadband services
LP39	Housing Allocations	Amount of development	Delivery of sites
<u>LP39A</u>	<u>Reserved Housing Sites</u>	<u>Amount of development</u>	<u>Five year housing supply</u>
LP40	Employment Allocations	Amount of development	Delivery of sites

Appendices

A	Glossary
B	Housing Trajectory
C	Evidence Base
D	Settlement Hierarchy
E	List of Existing and Sites with Planning Permission Authorised for Gypsy and Traveller Use
F	Summary of Number of Completions from 1 April 2006 to 31 March 2016 split between Total & New Build (Gross)
G	Transport Assessments
H	Design Guide for Extensions
I	Design Guide for Shop Fronts
J	Design Guide for Bin Storage
K	Parking Standards

Appendix A Key Words

This glossary of terms explains what is meant by commonly used or particularly important planning terms. In some cases the meaning of the term is legally defined, and this glossary cannot supersede such definition. It is however intended to help people using the plan to avoid misunderstandings.

Affordable Housing	A term which relates to housing which is either for sale or for rent – or a combination of both – at below current market values. Typically, it takes the form of social rented, shared ownership, key worker, outright below market sale or below market rent in the private sector.
Annual monitoring report (AMR):	part of the Local Development Framework, the annual monitoring report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.
AONB	A statutory National Landscape designation to provide special protection to defined areas of natural beauty. These areas are designated by Natural England. There are none in North Warwickshire
Area action plan	used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of Development Plan Documents
Biodiversity	A whole variety of natural life and habitats, encompassing all genetic species and ecosystems
Biodiversity Action Plan (BAP)	A plan concerned with conserving, enhancing and protecting biological diversity
Community Infrastructure Levy (CIL)	A new provision which empowers, but not requires, Local Authorities to obtain a financial contribution on most types of new development based on the size and type of the development. The proceeds of the levy are to be spent on local and sub-regional infrastructure to support the community
Community Strategy	local authorities are required by the Local Government Act 2000 to prepare these, with aim of improving the social, environmental and economic well being of their areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.
Conservation Area	A formal designated area of special architecture or historic interest, the character or appearance of which it is desirable to preserve or enhance
Core strategy:	A set out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document. Development plan: as set out in Section 38(6) of the Act, an authority's development plan consists of the relevant Regional Spatial Strategy (or the Spatial Development Strategy in London) and the Development Plan Documents contained within its Local Development Framework.
Density	is the intensive use of a site or area. The term usually refers to the number of new dwellings per hectare
Developer Contributions	Works carried out, or payments made, by the developer of land to provide supporting infrastructure, landscape, public transport, education and other community facilities necessary to enable the development to

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	take place. These are normally secured through obligations / agreements under Section 106 of the Town & Country Planning Act 1990.
Development Boundary	A line that defines the area within which a permissive development policy or policies apply. Proposals maps development boundaries are defined for the majority of existing built-up areas, and are particularly relevant to the application of housing policies. They do not define what is or is not a settlement, and some smaller settlements do not have development boundaries. Nor do they necessarily define the extent of a settlement, as some features such as churches, playing fields, farm buildings and peripheral housing may be outside a development boundary
Development plan documents (DPD):	spatial planning documents that are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the development plan for a local authority area for the purposes of the Act. They can include a Core Strategy, Site Specific Allocations of land, and Area Action Plans (where needed). Other Development Plan Documents, including generic Development Control Policies, can be produced. They will all be shown geographically on an adopted proposals map. Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each authority must set out the programme for preparing its Development Plan Documents in the Local Development Scheme.
Environmental Impact Assessment (EIA)	Procedure to ensure that the likely effects of new development on the environment are adequately appraised and amelioration secured before development is permitted
Evidence Base	The information and data gathered by local authorities to justify the “soundness” of the policy approach set out in Local Plan and supporting documents, including physical, economic, and social characteristics of an area. This includes consultation responses.
Examination In Public(EIP):	The consideration of public views on a development plan document, or proposed changes to it, held before an independent inspector
Flood Plain	Generally flat-lying areas adjacent to a watercourse, tidal lengths of a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.
Green Belt	National policy that defines large land areas where the open character will be maintained. Its purpose is to prevent the spread of conurbations, prevent the coalescence of towns and villages, and preserve the individual characters of settlements.
Green Infrastructure	The physical environment within and between our cities, towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside
Greenfield	Land (or a defined site) which has not been built on before or where the remains of any structure or activity have blended into the landscape over time.
Gypsies and Travellers:	Definition of Gypsies and Travellers For the purposes of planning policy, gypsies and travellers are defined in the Planning Policy Traveller Sites (2015 update) as being: <i>“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”</i>

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Hearing	
Historic Landscape Character	The identification of the historic development of today's landscape, and the resultant pattern of physical features due to geography, history and tradition
Housing Mix	The provision of a mix of house types, sizes and tenures in an area
Infrastructure	Roads, public utilities (water supply, drainage, electricity, gas, telephones) and services such as transport, community facilities, schools and local shops. The necessary requirements for site development and community well-being.
Issues and Options	Produced during the early production stage of the preparation of Development Plan Documents and may be issued for consultation to meet the requirements of Regulation 19.
Listed Building	A structure included within the statutory List of Buildings of Special Architectural or Historic Interest compiled by The Secretary of State for Culture, Media and Sport with advice from English Heritage.
Local development document (LDD)	the collective term in the Act for Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.
Local Development Order:	Allows local planning authorities to introduce local permitted development rights.
Local Plan (formerly the Local Development Framework (LDF))	The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area and may also include local development orders and simplified planning zones.
Local development scheme (LDS):	Sets out the programme for preparing Local Development Documents.
Local Service Centre	is a rural village which, in terms of its size and location, the number and range of services and facilities it contains, and its accessibility by a range of means of transport, enable it to provide for the day-to day needs of its own population and that of the surrounding rural area and other smaller rural settlements. They represent the locations where housing, employment, schooling, health care, and other facilities are to be concentrated in the interests of establishing sustainable patterns of development.
Local strategic partnership (LSP)	Partnerships of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single non-statutory, multi-agency bodies which aim to bring together locally the public, private, community and voluntary sectors.
Local transport plan (LTP)	5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.
Market Housing	For those households who can afford to pay the full market price to buy or rent their home, ie. Occupied on the basis of price alone.
Market Town	A settlement in a predominantly rural area that functions as a service centre for the inhabitants of the town and its hinterland. In North Warwickshire these are Atherstone, Polesworth and Coleshill
Mixed Use	New development that includes more than one use, for example

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Development	residential, retail and business. Developments that have an ancillary use to a main use are not mixed use
National Planning Policy Framework (NPPF)	Document containing all national planning policy published in March 2012. The National Planning Policy Framework replaced all previously issued Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG).
<u>Natural Environment</u>	<u>Natural environment includes biodiversity, geodiversity and landscape.</u>
Neighbourhood Planning	This empowers communities to shape the development growth of a local area through the production of a Neighbourhood Plan, Neighbourhood Development Order or a Community Right to Build Order
Preferred options	Document: produced as part of the preparation of Development Plan Documents, and is issued for formal public participation
Proposals map	The adopted proposals map illustrates on a base map (reproduced from, or based upon a map base to a registered scale) all the policies contained in Development Plan Documents, together with any saved policies. It must be revised as each new Development Plan Document is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals map accompany submitted development plan documents in the form of a submission proposals map.
Regional Spatial Strategy (RSS):	The RSS was a strategy for how a region should look in the future. It identified the scale and distribution of new housing, areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Regional Spatial Strategies were abolished as part of the Decentralisation and Localism Act.
Renewable Energy	Energy produced from a sustainable source that avoids the depletion of the Earths finite natural resources, such as oil or gas. Sources in use of in development include energy from the sun, wind, hydro power and biomass
The Regulations	Town and Country Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004.
Saved policies or plans	Existing adopted development plans are saved for three years from the date of commencement of the Act. Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval. The Local Development Scheme will explain the authority's approach to saved policies.
Site Allocations Plan	
Site of Importance for Nature Conservation (SINC)	Site selected locally by English Nature, Warwickshire Museum and Warwickshire Wildlife Trust for its nature conservation value. The criteria for the selection of SINCs was adopted by the Borough in 1997
Site specific allocations	Allocations of sites for specific or mixed uses or development to be contained in Development Plan Documents. Policies will identify any specific requirements for individual proposals.
Site of Special Scientific Interest (SSSI)	Site statutorily protected for its nature conservation, geological or scientific value, designated under the Wildlife and Countryside Act 1981 (as amended).

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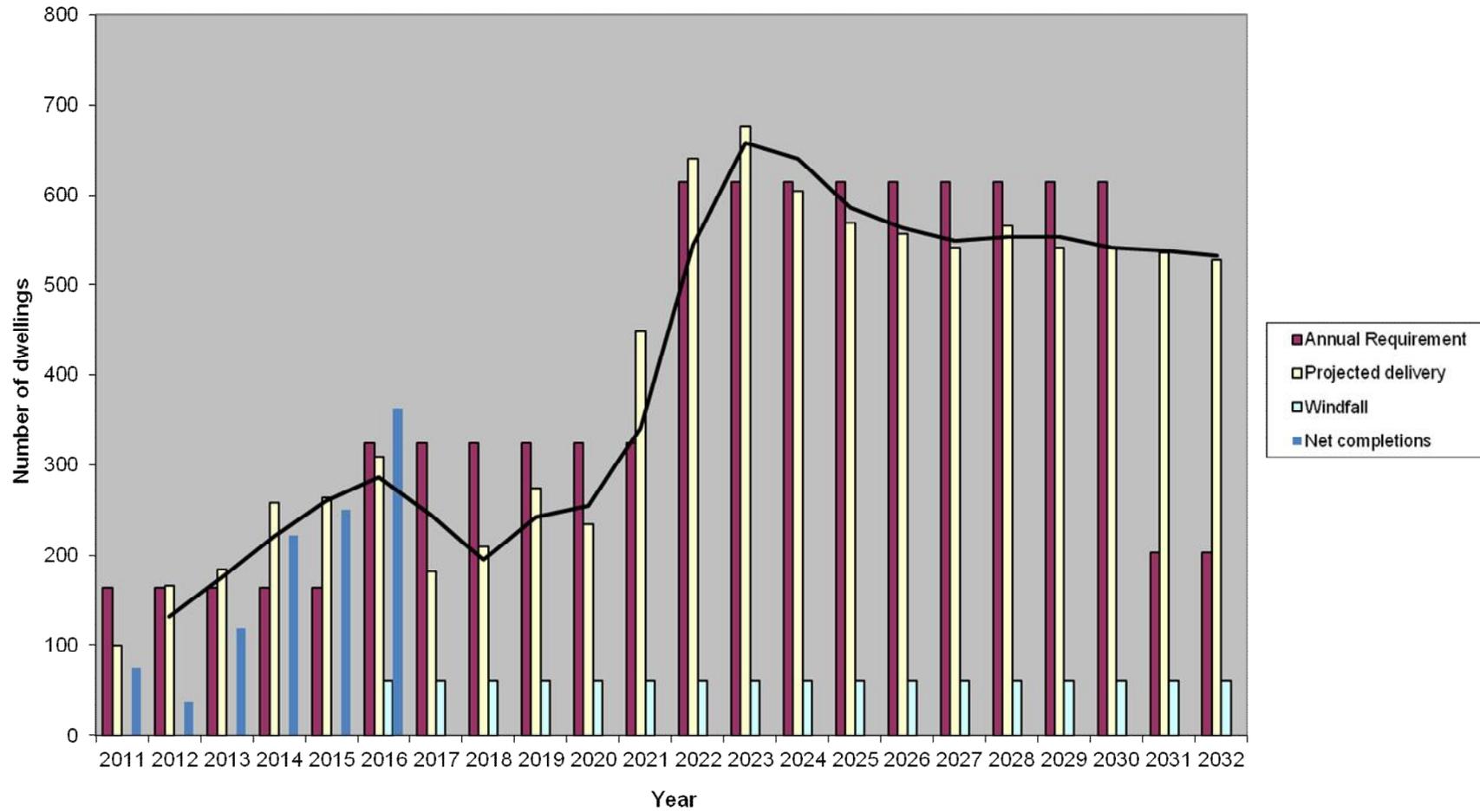
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This includes policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
Statement of community involvement (SCI):	Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions. The statement of community Involvement is not a development plan document but is subject to independent examination.
Strategic environmental assessment (SEA)	A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.
Strategic Flood Risk Assessment (SFRA):	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of potential housing sites to inform the Core Strategy and subsequent allocations of land. The Strategic Housing Land Availability Assessment (SHLAA) identifies the committed sites, additional urban capacity and a range of other sites that have been submitted for consideration. The SHLAA is not a policy document
Strategic Housing Market Assessment	An assessment of the estimated demand for market housing and need for affordable housing in a defined geographical area, in terms of distribution, house types and sizes and the specific requirements of particular groups and which considers future demographic trends.
Supplementary Planning Documents (SPD):	Provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.
Sustainability Appraisal (SA):	tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all local development document
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government has set out four aims for sustainable development in its strategy "A Better Quality of Life, a Strategy for Sustainable Development in the UK". The four aims, to be achieved at the same time, are: social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment
Sustainable Drainage Systems (SuDS)	A replicate natural system which aims to reduce the potential impact of new and existing developments on surface water drainage discharges such as permeable paving or on site retention basins
Traffic Impact Assessment	An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require

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(TIA)	highway improvements
Travellers	For the purposes of Planning Policy “travellers” means “gypsies and travellers” and “travelling show people” as defined in the Planning Policy for Traveller Sites.
Travelling Show People	Definition of Travelling Show People. For the purposes of planning policy, gypsies and travellers are defined in the Planning Policy Traveller Sites (2015 update) as being: <i>“Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.”</i>
Viability	In terms of retailing, a centre that is capable of success or continuing effectiveness. More generally the economic circumstances which would justify development taking place

Appendix B Housing Trajectory

Housing Trajectory



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Appendix C Evidence Base

Title	Author	Date
National Planning Policy Framework	Department for Communities & Local Government	March 2012
Planning Policy Guidance	Department for Communities & Local Government	
Local Development Scheme for North Warwickshire	North Warwickshire Borough Council	September 2016
Growth Options Paper	North Warwickshire Borough Council	April 2016
Draft Site Allocations Plan	North Warwickshire Borough Council	June 2014
Draft Development Management Plan	North Warwickshire Borough Council	August 2015
Sustainability Appraisal: Scoping report SA to accompany Core Strategy SA to accompany Draft Site Allocations Plan SA to accompany Draft Development Management Plan SA to accompany Growth Options Paper SA to accompany Draft Local Plan Response to SA comments	LUC	October 2006 October 2014 June 2014 August 2015 June 2016 January 2017 September 2017
Joint Green Belt Study for the Coventry & Warwickshire area	LUC	April 2016
Strategic Housing Market Assessment (Coventry & Warwickshire)	GL Hearn	January 2014 Updated 2015
Strategic Land Availability Assessment	PBA	April 2016
Affordable Housing SPD	North Warwickshire Borough Council	June 2008
Affordable Housing SPD update	NWBC	April 2011
Affordable Housing Viability	NWBC	September 2012
Five Year Housing Supply as at 31 March 2017 6	North Warwickshire Borough Council	April 2017 6
Gypsy & Traveller Needs Assessment	Salford University	August 2013
Southern Staffordshire & Northern Warwickshire Gypsy & Traveller Accommodation Assessment	The University of Salford	February 2008
Employment Land Review	GL Hearn	September 2013
Employment Land Review Addendum	GL Hearn	April 2016
<u>Employment Land Further update</u>	<u>GL Hearn</u>	<u>September 2016</u>
Coventry, Solihull & Warwickshire Sub Region Employment Land Study	DTZ	June 2007

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Green Infrastructure Study	Land Use Consultants	July 2011
Greenspace Strategy Final Report	Inspace	January 2008 Update awaited
PPG 17 Audit	Inspace	2008
Green Space Strategy 2008-2018	North Warwickshire Borough Council	December 2008
North Warwickshire Playing Pitch Strategy	Knight Kavanagh & Page	October 2010 Update awaited
Strategic Flood Risk Assessment	Halcrow	January 2008
Strategic Flood Risk Assessment	URS	October 2013
Water Cycle Study	Halcrow	March 2010
Water Cycle Strategy		September 2016
Renewable and Low Carbon Energy resource Assessment and Feasibility Study	Camco	April 2010
Strategic Transport Assessment	Warwickshire County Council	July 2012 September 2013
Historic Landscape Characterisation Study	WCC	June 2010
Historic Farmsteads Study	WCC	June 2011
Warwickshire Historic Towns Study	WCC	Ongoing
Landscape Character Assessment	FPCR	August 2010
Conservation Area Appraisals	NBBC	Various
Infrastructure Delivery Plan	North Warwickshire Borough Council	November 2012 October 2017
Settlement Sustainability Appraisal	North Warwickshire Borough Council	January 2010
Memorandum of Understanding	North Warwickshire Borough Council, Tamworth Borough Council, Lichfield District Council	June 2013
	Coventry & Warwickshire LPA's - Housing	
	Coventry & Warwickshire LPA's - Employment	
	North Warwickshire BC and Birmingham CC	

Appendix D More detailed information on Settlement Hierarchy

Category 1 Market Towns

Atherstone with Mancetter
Coleshill
Polesworth with Dordon

Category 2 Settlements adjoining the outer boundary of the Borough

Category 3 Local Service Centres

Grendon/Baddesley Ensor (together, as a single network of villages)
Hartshill with Ansley Common
Kingsbury
Old and New Arley (together, as a single network of villages)
Water Orton

Category 4 Other settlements with a development boundary

Ansley (eastern side of village non Green Belt)
Austrey
Curdworth
Fillongley
Hurley
Newton Regis
Piccadilly
Shustoke
Shuttington
Warton
Whitacre Heath
Wood End

Category 5 Other settlements / hamlets

<i>Green Belt</i>	<i>Non Green Belt</i>
Bassetts Pole	Alvecote
Corley and Corley Moor	Freaseley
Furnace End	Ridge Lane
Middleton	

**Appendix E List of Existing and Sites with Planning Permission
Authorised for Gypsy and Traveller Use**

Current Residential Sites

Alvecote Caravan Park	Socially rented (WCC)		17 pitches with amenity buildings
Kirby Glebe Farm, Atherstone Road, Hartshill	Private	PAP/2011/0273	7 pitches and one amenity building
Fir Tree Paddock, Quarry Lane, Mancetter	Private	PAP/2007/0730	1 pitch

The above sites were approved before the latest GTAA was produced in 2013 and so do not count towards the outstanding need. The GTAA identifies a the requirement for North Warwickshire of 9 residential and 5 transit pitches.

Sites with Planning Permission for Residential Use

Land adj. Fir Tree Paddock, Quarry Lane, Mancetter	Private	PAP/2015/0607	2 pitches and one amenity building
Land east of Kirby Glebe Farm, Atherstone Road, Hartshill	Private	PAP/2015/0701	4 pitches and two amenity buildings

Site with Planning Permission for Transit Site

Land at Oldbury Road, Hartshill	WCC		12 temporary stopping places
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This means that the outstanding requirement is 3 residential as at July 2016.

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Appendix F **SUMMARY of Number of Gross Completions from 1 April 2006 to 31 March 2016**
(split between Total & New Build)

Total by Settlement Category* INSIDE DEVELOPMENT BOUNDARY	Completions	Of which New Build	Total by Settlement Category* OUTSIDE DEVELOPMENT BOUNDARY	Completions	Of which New Build
CATEGORY 1	472 (33.71%)	380	CATEGORY 1	1 (0.07%)	1
CATEGORY 2	290 (20.71%)	254	CATEGORY 2	1 (0.07%)	0
CATEGORY 3A	210(15.00%)	193	CATEGORY 3A	1 (0.07%)	0
CATEGORY 3B	160 (11.43%)	148	CATEGORY 3B	43 (3.07%)	3
CATEGORY 4A	12 (0.86%)	11	CATEGORY 4A	10 (0.71%)	3
CATEGORY 4B	116 (8.29%)	107	CATEGORY 4B	60 (4.30%)	33
CATEGORY 5	0 (0%)	0	CATEGORY 5	24 (1.71%)	6
TOTAL	1260	1093	TOTAL	140	46

Total Completions between April 2006 to March 2016 = 1400 (1260 + 140)

*Settlement Category according to Policy NW2 Core Strategy 2014

Appendix G Transport Assessments

Transport Assessments

Use	Indicative Thresholds
Non-food & Food Shops, Financial & Professional Services, Pub Houses & Licensed Clubs, Restaurants & Takeaways	More than 1,000m ²
Offices	More than 2,500m ²
Industry	More than 5,000m ²
Warehousing	More than 10,000m ²
Schools, Hotels, Motels, Guest Houses & Residential Clubs	All
Residential	Sites for 100 dwellings or more
Medical Practitioners, Clinics, Dentists, Opticians & Chiropractors	More than 500m ²
Places of Assembly	More than 1,000m ²
Stadia	More than 1,500 seats

Appendix H Design Guide for Extensions

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Appendix I Design Guide for Shop Fronts

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Appendix J Design Guide for Bin Storage

**Provision of facilities for waste and recycling for
new developments and property conversions**

Planning Technical Advice Note

1. Introduction

This guide provides general guidance to developers on the space and access requirements for waste and recycling containers, that should be taken into account when building a new development or a conversion. This guide also provides information regarding the requirement for developers to purchase the waste and recycling contains for all new developments/conversions.

This guide should be read in conjunction with general planning and building regulation requirements. Planning applications which do not adequately consider and demonstrate waste storage and vehicle access may be refused.

2. Collection service

The waste and recycling containers provided for residents is as follows:

	Refuse (collected fortnightly)	Recycling (collected fortnightly)	Garden and food (collected fortnightly)
Single households Individual properties	240 litre black wheeled bin.	240 litre black wheeled bin with a red lid and a 55 litre container insert (stored within the red lidded bin)	240 litre green/black wheeled bin with a green lid.
High occupancy single households 6 or more permanent residents	Additional black wheeled bin (by application only)	Additional black wheeled bin with a red lid and 55 litre container insert (by application only)	As above
Households where wheeled bins are unsuitable Properties with no frontage or that can only be accessed by steps	As per Single households (* A separate bin store must be provided to house all bins)	As per Single households (* A separate bin store must be provided to house all bins)	As per Single households (* A separate bin store must be provided to house all bins)
Multi-occupancy properties Property containing several individual properties within one building	Shared 660 litre and/or 1100 litre bins (dependant on number of properties) (* A bin store must be provided to	Shared 660 litre and/or 1100 litre bins (dependant on number of properties). Comprising of separate bins for	Shared 240 litre green wheeled bin/black wheeled bins with a green lid. (dependant on number of properties). For food waste only.

	house all bins)	paper/card and DMR? (* A bin store must be provided to house all bins)	(* A bin store must be provided to house all bins)
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3. Storage requirements

All developments including conversions are required to provide adequate off-street hard standing storage space for the appropriate number and type of refuse and recycling containers indicated above (including sacks where applicable). For example, single households will require space for three 240 litre wheeled bins.

Residents are not permitted to store or place bins permanently on an adopted public highway.

Storage can be in the form of storage space integral to the design of the property or dedicated space externally or in a communal storage area. Bins should not be visible from the street.

Special considerations may apply in designated conservation areas or where the property is a listed building.

3.1 Container types and dimensions

	Height	Width	Depth
Sack (each)	n/a	n/a	n/a
140 litre wheeled bin	1070mm	480mm	550mm
240 litre wheeled bin	1070mm	570mm	730mm
660 litre wheeled bin	1330mm	1250mm	720mm
1100 litre wheeled bin	1370mm	1375mm	990mm

These dimensions are a reasonable indication of sizes, but will be subject to manufacturing tolerances and vary slightly from manufacturer to manufacturer.

3.2 Requirements for single households

Residents living in single households are required to present their bins at the end of the property where it meets the footpath or public land or where designated. To avoid any health and safety risk to residents, a clear flat access without steps and other obstacles must be provided between the storage point and the collection point. Paths should be a minimum of 600mm wide with a solid surface to facilitate wheeling the bin. The storage point should be located no more than 30m from the main access to the house and no more than 25m from the collection point.

3.2.1 Terraced properties*

Within certain types of 'courtyard' style terraced developments, it may be more practical to provide communal refuse and recycling storage similar to the requirements of multi-occupancy properties.

3.3 Requirements for multi-occupancy properties*

Multi-occupancy properties such as flats, apartments and maisonettes should provide an enclosed area to store larger shared waste containers for refuse, recycling and garden/food waste. These enclosed communal storage areas should be:

- Positioned away from the main entrance and windows of properties.
- No more than 30m from the resident's entrance and no more than 25m from the collection point, without requiring bins to be taken through a building.
- Located at street level with a clear path and solid surface between the storage area and the collection point. Paths should be a minimum of 1200mm wide with a solid surface to facilitate wheeling the bin.
- Be of sufficient size to allow 150mm between containers and for the containers to be removed from the storage area individually.
- Be at least 2m in height to allow for bin lids to be opened.
- Have a solid floor that is inclined slightly towards a drain. This principle is important as refuse bins can sometimes leak liquids, which would otherwise pool on the floor and could cause an odour problem and/or health risk.
- The design, layout and lighting will be expected to incorporate features to increase safety and reduce opportunities for crime and anti-social behaviour. The location should also minimise the intrusion of noise and light on neighbouring properties.
- Dropped kerbs must be provided (where required) to enable containers to be taken to the refuse collection vehicle with ease.

'Keep Clear' markings should be considered to prevent cars parking and inaccessibility for containers.

A noticeboard should be provided within the storage area.

4. Vehicle access

Considerations must be given to vehicle access to empty wheeled bins, if this be from individual properties or from a communal collection point.

A standard refuse collection vehicle requires a minimum of 4 metres vertical clearance and access roads need to be at least 3 metres wide. Road surfaces will need to be sufficient to accommodate heavy goods vehicles which are almost 12 metres in length and have a gross weight of approximately 26 tonnes (a vehicle data sheet detailing all relevant vehicle measurements is available on request). Roads should be constructed in a way which eliminates or reduces as far as possible the need to reverse. The turning circle required for a refuse collection vehicle is 23m.

Where roads are not built to the required standards the developer must provide a suitable 'Bin Presentation Area' (BPA) to be used by residents for the temporary placement of bins for collection only. This is not a permanent storage location. The BPA must be constructed so it cannot be used as an additional car parking space and is located immediately adjacent to the nearest adopted highway with suitable screening, having a firm paved surface and level access to the public highway, including dropped kerbs where required. The BPA should

be large enough to accommodate two 240 litre bins for each property, or all multiple occupancy bins.

Where access is required over private land a damage waiver will be required, indemnifying the Council against any potential damage cause by the collection vehicle to the road surface.

5. Provision of containers

Developers are expected to meet the whole cost in providing containers for new developments, this includes existing properties which are sub divided and require additional bin capacity.

Containers may be purchased from the Council or directly from manufacturers, although it should be noted that all items must be fully compliant with the Council's specification. Charges for containers are detailed in the Council's Fees and Charges Schedule available at www.northwarks.gov.uk. These charges are a one-off cost for initial provision; the containers remain the property of the Council. When residents move on the containers must remain for the next resident to use.

Developers are expected to have provided appropriate containers for developments before residents have moved in. This will ensure residents are able to contain their waste and to allow for the development to be included on collection rounds. It should be noted that only a limited number of containers are kept in stock. Where containers are in stock the Council will aim to deliver them within 10 working days. Where the Council needs to place an order for containers the delivery of these containers can take up to 12 weeks. Developers should give as much notice as possible.

Appendix K Parking Standards

Car & Cycling Parking Standards:

Use Class:	Description:	Maximum Car Parking Standard:	Minimum Cycle Parking Standard:
A1	Shops	Food retail: 1 per 14m ² . Non-food retail: 1 per 20m ² .	1 space per 200m ² for food retail, 1 space per 200m ² (for staff and customers) non-food retail.
A2	Financial & Professional Services	1 per 30m ² .	1 space per 200m ² (for staff and customers)
A3 / A4	Pubs, Clubs & Restaurants	1 per 5m ² .	1 space per 60m ² (excluding associated residential accommodation)
A5	Hot Food Takeaways	1 per 20m ² .	1 space per 60m ² (excluding associated residential accommodation)
B1	Offices	1 per 75 m ² up to 2,499m ² . 1 per 30 m ² above 2,500m ² .	1 space per 200m ²
B2	Industry	1 per 100m ² .	1 space per 500m ²
B8	Warehousing	1 per 150m ² .	1 space per 1000m ²
C1	Hotels/Motels, Guest Houses & Resident Clubs	1 per 2 guest bedroom. 1 per 2 staff flat. 1 per 10 employees.	1 space per 5 staff 1 space per 10 guest rooms & 1 space per 60m ² for restaurant/ entertainment area
C3	Residential	0 in the Core Shopping Area 1 in the Market Town Centres Elsewhere in Borough 1-2 spaces per property for 1 bedroom properties plus 0.5 for visitor parking. For 2+ bedroom properties, 2 spaces	Not relevant
D1	Medical Practitioners, Clinics, Dentists, Opticians & Chiropodists	3 per consulting room.	1 per 3 consulting rooms.

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D1	Schools and Colleges (Non-residential)	1 per classroom or teaching area. 1 per 100 pupils whichever greater (together with facility for overflow).	1 per 10 staff & 1 per 5 students.
D1	Places of Assembly (other than cinemas, conference facilities and stadia)	1 per 22m ² .	1 space per 10 seats

Use Class:	Description:	Maximum Car Parking Standard:	Minimum Cycle Parking Standard:
D2	Cinema & conference facilities	1 per 5 seats.	1 space per 5 staff plus 1 space per 100m ²
D2	Stadia	1 per 15 seats.	1 per 4 staff & 1 per 20 seats.

Impaired Mobility Minimum Parking Standards:

Car Park Used For	Car Parking Size	
	Up to 200 bays:	Over 200 bays:
Employees and Visitors to Business Use:	Individual bays for each disabled employee, plus 2 bays or 5% of total capacity, whichever is greater.	6 bays plus 2% of total capacity.
Shopping, Recreation & Leisure	3 bays or 6% of total capacity.	4 bays plus 4% of total capacity.

Motorcycle (powered two wheeler vehicles) Minimum Parking Standards:

<p>One space, plus an additional space for every 10 spaces required by maximum car parking standard.</p>
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