

Basic Conditions Statement

Dordon Neighbourhood Plan 2022 - 2033



14 November 2022

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1. Introduction

What is the Dordon Neighbourhood Plan?

- 1.1 The Neighbourhood Plan for Dordon Parish Neighbourhood Area has been prepared in accordance with the Town and Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011, the Neighbourhood Planning (General) Regulations 2012 and Directive 2001/42/EC on Strategic Environmental Assessment. The Plan establishes a vision of the future for the Plan area and sets out how that vision will be realised through planning and controlling land use and development change.
- 1.2 The Plan relates to planning matters (the use and development of land) and has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning (general) Regulations 2012.

What is the Basic Conditions Statement?

- 1.3 This Basic Conditions Statement has been prepared to accompany the Dordon Neighbourhood Plan (hereafter the DNP). Paragraph 8 (2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004, requires that a Neighbourhood Development Plan meets each of the following Basic Conditions¹:
 - I. has regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the neighbourhood plan,
 - II. contributes to the achievement of sustainable development,
 - III. is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area),
 - IV. does not breach and is otherwise compatible with European Union (EU) and European Convention on Human Rights (ECHR) obligations,
 - V. does not breach the requirements of chapter 8 part 6 of the Conservation of Habitats and Species Regulations 2017,
 - VI. having regard to all material considerations, it is appropriate that it is made.
- 1.4 This document outlines how the DNP meets the Basic Conditions.

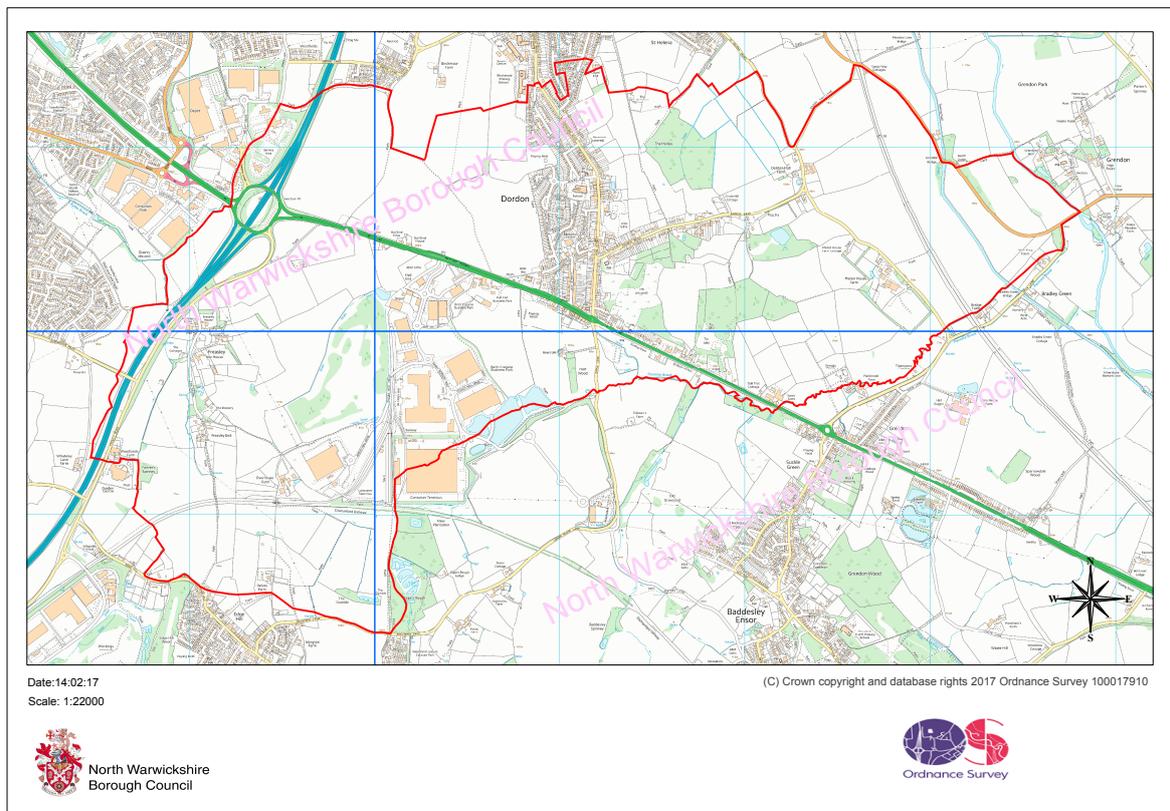
2. Key Statements

- 1.5 The Plan area covers the parish of Dordon and the Parish was designated a neighbourhood plan area on 20th September 2017. Dordon Parish Council are the qualifying body for the purposes of neighbourhood planning.
- 1.6 The DNP expresses policies that relate to the development and use of land only within the Neighbourhood Area.

¹ See national planning practice guidance Paragraph: 065 Reference ID: 41-065-20140306

- 1.7 The Neighbourhood Area is shown on the map accompanying the neighbourhood designation application and the designated area is contiguous with the parish boundary.
- 1.8 The DNP covers the period from 2022 to 2033.
- 1.9 The Plan proposals do not deal with mineral extraction and waste development, nationally significant infrastructure or any other matters set out in Section 61K of the Town and Country Planning Act 1990 as 'excluded development'.
- 1.10 The DNP does not relate to more than one neighbourhood area and covers only the parish of Dordon as shown in figure 1 below.

Figure 1: Dordon Neighbourhood Plan Area



- 1.11 There are no other Neighbourhood Plans in place for this area.
- 1.12 The Pre-Submission Draft DNP was made available for consultation in accordance with Regulation 14 of the Neighbourhood Plan Regulations from 1st December 2021 to 28th January 2022. This resulted in substantive amendments so a second regulation 14 was run from the 19th August to 30th September. The comments received are summarised in the document entitled 'Consultation Statement'.

3. Conformity with National and District Policy

- 1.13 The Neighbourhood Plan has been prepared having regard to national policies and advice set out in the National Planning Policy Framework (NPPF)². Paragraphs 28 to 30 and footnote 18 of the NPPF refers to Neighbourhood Plans requiring them to have regard to the policies in the NPPF.
- 1.14 The NPPF provides a framework within which local communities can produce Neighbourhood Development Plans for their area and sets out how planning should help achieve sustainable development (see paragraphs below relating to achieving sustainable development).
- 1.15 The NPPF also refers to the need for Neighbourhood Plans to be in general conformity with strategic policies in any Development Plan that covers the area, here it is the NWBC Local Plan 2021- 2033.
- 1.16 The Neighbourhood Plan has been in preparation since 2019. In accordance with National Planning Guidance, documents commissioned by NWBC have also been used to guide the Neighbourhood Plan policies. These are;
- Draft Residential Guidance 2020 and Draft Distinctiveness Guidance³
 - Historic Environment Assessment of Potential Development Areas within North Warwickshire
 - North Warwickshire Green Space Strategy 2019 – 2033
 - LUC Historic Environment Assessment 2019
 - West Midland Strategic Site Employment Sites Study 2021
- 1.17 Table 1 sets out how the DNP is in general conformity National Policy.

² All references are to the NPPF 2021

³ As these are both at draft stage they have been used as background information

Table 1: Assessment of how each policy in the DNP conforms to the NPPF

NP Policy No.	Policy Title	NPPF Ref (para.)	Commentary
1	Sustainable Development	7,8	The NPPF enshrines sustainable development at the heart of planning. Policy 1 defines what sustainable development is in the context of the Plan Area in the context of locally specific issues.
2	Protecting the Natural Environment and Enhancing Biodiversity	174, 179, 180	<p>The NPPF at para 174 states that planning policies should <i>'minimis[e] impacts on and provid[e] net gains for biodiversity'</i>.</p> <p>Policy 2 provides a clear policy framework to show how the impact on biodiversity of development will be assessed and how it can be mitigated. NPPF para 180 d supports opportunities to improve biodiversity in and around development especially when this can secure measurable net gains. In accordance with para 179, areas of biodiversity value have been identified and Policy 2 protects them.</p>
3	Local Green Spaces	99, 100	The NPPF encourages communities to identify, for special protection, green areas of particular importance. Policy 3 identifies 2 areas of tranquillity and/or community value that will be protected from development.
4	Protecting Landscape Character	130, 174	<p>The landscape character of the Plan Area is highly valued by the local community. The NPPF at para 130a requires planning policies to ensure that developments will <i>'function well and add to the overall quality of the area not just in the short term but over the life time of the development'</i>.</p> <p>The NPPF at para 174 requires planning policies to <i>'contribute to and enhance the natural and local environment by [174 a)] protecting and enhancing valued landscapes'</i>.</p> <p>Policy 4 defines the overall approach to protecting landscape character and provides a framework to show how the allocated sites and any infill development should be designed to minimise the impact on the</p>

NP Policy No.	Policy Title	NPPF Ref (para.)	Commentary
			<p>landscape. Policy 4 is based on an understanding and evaluation of the defining characteristics of the Plan Area undertaken for the Neighbourhood Plan. The identification of green gaps around Dordon village and the key views contributes to this analysis, providing local input in establishing where the landscape is locally valuable. Based on this detailed analysis Policy 4 provides a framework to identify and protect the valued landscape.</p>
5	Creating a Local Green Network	104, 106	<p>The NPPF supports the promotion of sustainable transport like cycling and walking in planning policies. Given the scale or proposed development it is important that development considers all opportunities to include non vehicular routes that provide a network for getting across the parish.</p>
6	Protecting and Enhancing Heritage Assets	189,190,194,197	<p>The NPPF places great importance on the protection and enhancement of heritage assets and that <i>'these assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance'</i>.</p> <p>Policy 6 sets out <i>'a positive strategy for the conservation and enjoyment of the historic environment'</i> in accordance with NPPF para 190.</p> <p>Policy 6 (2) identifies 10 buildings and structures that are nominated for local listing, recognising the contribution they make to the historic environment of the parish.</p>
7	Reducing the Risk of Flooding	167, 153, 154	<p>Para 167 of the NPPF is clear that <i>'When determining locations local planning authorities should ensure that flood risk is not increased elsewhere'</i>. Policy 7 reflects the local concern about flood risk particularly in relation to drainage capacity.</p>

NP Policy No.	Policy Title	NPPF Ref (para.)	Commentary
			<p>Para 153 notes that plans should take into account the long-term implications for flood risk and that new development should avoid increasing vulnerability to the range of impacts arising from climate change'. Policy 7 provides a policy framework to emphasise that drainage is a significant issue in the parish and that mitigation is required.</p> <p>The importance of SuDs, designed to provide an opportunity to achieve net biodiversity gains and multi benefits is supported in Policy 7 in accordance with best practice.</p>
8	Achieving High Quality Design	126, 127, 128, 129, 134 and 134b	<p>In accordance with NPPF para 127 Policy 8 provides <i>'a clear vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable'</i>.</p> <p>The NPPF supports the production of Design Codes for neighbourhood areas and Policy 8 is underpinned by the Dordon Design Code. NPPF para 130a) ensures that development <i>'adds to the overall quality'</i> of the Plan Area. The policy is <i>'sympathetic to local character and history including the surrounding built environment and landscape setting'</i> as it is based on the Dordon Design Code analysis. Policy 8 encourages the use of the National Design Guide standards and Building for a Healthy Life to provide a measure of the standard required in accordance with NPPF para 126 <i>'Being clear about design expectations and how these will be tested is essential for achieving [good design]'</i>.</p>
9	A Mix of Housing Types and Tenures	61,62, 63,64,65, Annex 2	<p>The delivery of sufficient homes to meet the needs of groups with specific housing requirements is a central part of the planning system (para 60). Para 61 supports the use of local housing needs assessments to inform policy. The DNP is supported by a parish HNA. The NPPF para 62 states that were a need is identified (including for affordable</p>

NP Policy No.	Policy Title	NPPF Ref (para.)	Commentary
			<p>housing) this should be reflected in planning policy. Policy 9 is a response to the HNA findings.</p> <p>NPPF Para 63 states that <i>'where a need for affordable housing is identified, planning policies should specify the type of affordable housing required'</i>. Policy 9 based on the Dordon HNA requires development to meet local housing need as well as accepting that the strategic allocation will require dwellings to meet a wider need within the District and beyond. The use of up-to-date evidence is in accordance with the NPPF. This creates a policy framework that identifies different house sizes and types and encourages a range of development to meet this need - (see NPPF para 62).</p>
10	Renewable Energy, Energy Efficiency and Low Carbon Technologies	153, 154, 155	<p>The NPPF sees the planning system as crucial in supporting the transition to a low carbon future. <i>'Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts'</i> para 153</p> <p>New development should be planned in ways that <i>'can help to reduce greenhouse gas emissions, such as through its location, orientation and design'</i> (para 154).</p> <p>Given the scale of growth anticipated in the parish it is vital that development is supported to meet the highest environmental standards possible. Policy 10 supports this.</p>
11	Protecting and Enhancing the Provision of Community Facilities	93	<p>The NPPF states that planning policies should enable <i>'the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship'</i>.</p>

NP Policy No.	Policy Title	NPPF Ref (para.)	Commentary
			Policy 11 highlights the need to protect the existing facilities and to ensure that, given the growing population future facilities will be provided commensurate with the growth expected. The relocation of Birch Coppice Club House is also supported where it does not see a loss in the quality of the provision.
12	Supporting the Local Economy	8, 84	Policy 12 supports the existing businesses in the parish reflecting the community's desire to support the area as a place where people live and work. This reflects the approach to sustainable development in the NPPF because providing local employment creates local job opportunities and can reduce the need to travel. The need to create a nicer environment around the neighbourhood centre on Browns Lane is highlighted to encourage people to shop there.
13	Car Parking along Long Street and New Street and Public Transport	104	The NPPF requires transport issues to be considered from the earliest stages of plan making so that <i>'patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'</i> The analysis in the DNP demonstrates the issues with Long Street and New Street and policy 13 seeks to avoid further congestion by requiring future development to provide off street parking.
14	Development Contributions	34	The NPPF notes that plans should set out the contribution expected from development but that such policies should not undermine deliverability of the Plan. Policy 14 highlights the necessity of ensuring local infrastructure is adequate but set in the context of national regulations.

4. Contribution to the Achievement of Sustainable Development

1.28 The NPPF has a presumption in favour of sustainable development. *'Achieving sustainable development means the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)'*.⁴ The DNP recognises that this is a balancing act and the objectives of the Plan comprise a balance of social, economic and environmental objectives.

1.29 The **economic** goals relate to the emphasis on supporting sustainable economic development and highlighting and supporting the continuation of the existing businesses in the parish. The DNP recognises the contribution these businesses make, providing local employment and services to the community. The DNP also supports the growth of new businesses where this takes into account other policies in the Local Plan.

1.30 The DNP recognises the existing traffic constraints which will limit future economic growth in the existing Dordon built up area and provides a locally specific solution in relation to Long Street and New Street.

See Policies 1, 12,13

1.31 The **social** goals are to maintain a thriving community, recognising that the community and its needs change over time. The DNP accepts that the strategic site allocation will make a regional contribution to the provision of homes and that the housing mix and type needs to be suitable for people from a wide housing market area. Community facilities are vital to provide social space and these are protected. The DNP protects the community facilities, and recognises the value the community place on the quality of indoor and outdoor provision. The DNP identifies areas of community value as Local Green Spaces (LGS). The new Local Green Spaces in the parish have a social value (for leisure and recreation) as well as for their tranquillity and environmental value. Promoting better walking and cycling connections across the parish is an important policy objective as this provides an opportunity for active travel and can enhance health and well-being.

1.32 The DNP supports the inclusion of a new Local Centre as part of the strategic allocation and seeks to ensure it is accessible to existing as well as new residents.

1.33 The DNP has been prepared on the basis that local people can inform planning policy in their neighbourhood at the pre-application engagement stage (see Key Principle). By enabling people to become more actively involved in the decision-making process the Neighbourhood Plan has assisted in building social capacity.

See key principle and policies 1, 3, 5, 9,11

1.34 The **environmental** goals are to protect the natural and built environment. The Neighbourhood Plan policies ensure that proposals protect and where possible enhance valued landscapes and the heritage of the parish. The DNP requires biodiversity net gain and development to meet the highest environmental standards all in keeping with government and national policy. The DNP addresses the local concern about flood risk and provides a locally specific policy framework.

⁴ NPPF para 8

1.35 The design policy is based on the Dordon Design Guidance and Code to provide clarity to developers on what constitutes sustainable development. The identification of Key Views based on landscape analysis is an important part of this process. They are not intended as being a bar to development but to provide clarity to decision makers and developers about the sensitivity of these spaces within and adjoining the built up area. The protection and extension of the existing footpaths across the parish creating a Local Green Network also provides an important contribution to protecting and enhancing the environment.

See policies 1, 2, 4, 5 6, 7, 8, 10

1.36 A sustainability matrix of the policies in the DNP has been produced to assess the policies against sustainability criteria. There is no legal requirement for neighbourhood plans to have a Sustainability Appraisal. It is considered that this Sustainability Matrix is adequate in showing how the Neighbourhood Plan policies will deliver sustainable development. The Sustainability Matrix shows that the Neighbourhood Plan policies would mostly have a positive benefit and occasionally a neutral impact.

Sustainability Matrix

Policy	Environmental Impact	Economic Impact	Social Impact
Policy 1 Sustainable Development	Positive impact Minimises the impact of development on the environment by requiring development to be sustainable and defining what that means for Dordon. Sets out clear guidelines for the location of new development.	Positive impact Sets out clear guidelines for the location of new development. Ensures that the impact of new development avoids harm to the local character of the parish as a place to live. Protecting the quality of the place will ensure the Parish remains a desirable and economically attractive place to live/work.	Positive impact Sets out clear guidelines for sustainable development to provide assurance to existing and future generations that the attributes that make the Parish special will be protected and that the growth provides some community gain.
Policy 2 Protecting the natural environment and Enhancing Biodiversity	Positive impact Highlights the specific biodiversity quality of the Parish and requires development to make a net contribution to biodiversity. Identifying areas of nature conservation and specific actions that would enhance	Neutral Impact	Positive impact The quality of the environment around the parish is a very important to local residents. The biodiversity of the parish is a valuable attribute; residents cherish the quality and accessibility of nature.

Policy	Environmental Impact	Economic Impact	Social Impact
	biodiversity in the Plan Area.		
Policy 3 Designation of Local Green Spaces	Positive Impact The designation of Local Green Spaces highlights the value of these spaces to local people and affords them additional protection from development.	Neutral Impact	Positive Impact These Local Green Spaces have been put forward by local people and are very important to them; their designation provides assurance that they will be protected from development for the duration of the Plan period. The focus on them may enable improved maintenance of them to enhance their form and function.
Policy 4 Protecting the Landscape Character	Positive Impact Requires development to protect the local valued landscape, recognizes the importance of space and the sense of place created by the open fields around Dordon village on the west and east and the key views that exist because of this. Recognises that this is a defining characteristic.	Positive Impact The direct access to a rural environment (country walks and large open green spaces) is an attribute that attracts people to the Parish.	Positive Impact This policy seeks to ensure that even though there will be probably be a lot of development in the parish the quality of the landscape is understood and that where possible aspects like mature hedgerows and some long views will remain intact.
Policy 5 Creating a Local Green Network	Positive Impact Creating a network of routes that will encourage people to cycle or walk will reduce car usage which is beneficial in addressing climate change.	Neutral Impact	Positive Impact The creation of connecting routes within and connecting it to a wider network out of the parish provides leisure and recreation opportunities for local people.
Policy 6 Protecting and Enhancing Heritage Assets	Positive Impact Protecting the historic environment is an important tenet of sustainable development.	Positive Impact Protecting the historic environment maintains the quality of the Parish, ensuring the area remains an attractive,	Positive Impact The community value the historic character of the. Policy 6 is locally specific and nominates additional buildings and structures identified by local people for local listing.

Policy	Environmental Impact	Economic Impact	Social Impact
		economically vibrant place to live and work.	
Policy 7 Reducing the Risk of Flooding	Positive Impact The Policy ensures that development will not cause additional problems in relation to existing drainage systems. Development is supported that increases the use of SuDS, increases biodiversity and creates open spaces with multi-functional uses.	Positive Impact The economic cost of damage to homes and businesses from flooding is high, mitigating the impact of new development and reducing the risk of flooding ensures the area remains an attractive place to live.	Positive Impact Concern about the impact of future development on Dordon village and the risk of flooding creates anxiety and distress. Development which will not exacerbate the situation and may reduce the likelihood of flooding in general improves well-being.
Policy 8 Achieving High Quality Design	Positive Impact Policy 8 seeks to minimise the impact of development on the environment by setting out design guidelines that ensure development will complement the existing built form and landscape and seeks to ensure that development will reinforce existing character.	Positive Impact Ensures a high-quality design that will have community support.	Positive Impact Ensures that new development integrates with the existing, creating high-quality buildings. Provides existing and future residents with confidence that future development will be of the highest design quality.
Policy 9 A Mix of Housing Types and Tenures	Neutral Impact	Positive Impact Uses a robust evidence base (the Dordon HNA) to support the need for a range of housing type and tenures that meets local as well as wider need that will be commercially attractive to buyers and tenants (for Affordable and private rented housing).	Positive Impact Seeks to provide new houses that will meet local need and the changing needs of people over their life time.
Policy 10 Renewable Energy, Energy Efficiency and Low Carbon Technologies	Positive Impact Proposals that use low carbon technologies and encourage the use of renewable energy improve air quality and	Positive Impact In the long-term addressing climate change is an economic necessity.	Positive Impact The community want a lower carbon neighbourhood.

Policy	Environmental Impact	Economic Impact	Social Impact
	reduce the use of scarce resources. This step change will assist in addressing the issues of climate change.		
Policy 11 Protecting and Enhancing Community Facilities	Neutral Impact	Positive Impact A good range of community provision creates a more vibrant neighbourhood where people want to live and work.	Positive Impact Access to a range of indoor and outdoor community facilities is vital to foster a sense of community cohesion and well-being in the parish.
Policy 12 Supporting the Local Economy	Neutral Impact Any expansion of employment uses will be on existing employment sites or well designed and located in accordance with other policies in the DNP.	Positive Impact The policy supports the growth of local businesses through the intensification of uses on the existing industrial estate and/or the conversion of buildings. New employment development is permissible in the context of Local Plan LP6. Policy 12 will allow existing businesses to continue to expand and to have premises that meet their needs.	Positive Impact A flourishing local economy provides job opportunities and investment in the Parish.
Policy 13 Car Parking along Long Street and New Street	Positive Impact The policy seeks to make walking along these streets safer and more pleasant with less congestion.	Neutral Impact	Positive Impact Congestion on Long Street and New Street was identified as a major issue of concern by local people. This policy seeks to ensure that any infill development on the street does not exacerbate this problem.
Policy 14 Development Contributions	Positive Impact Where the contribution delivers infrastructure like walking and cycling routes (as part of the Local Green Network) and green space this will benefit the environment.	Positive Impact Where this delivers infrastructure that ensures that the proposed growth will not add to existing road congestion (for example) this will benefit the economy.	Positive Impact Where this delivers funding to support local public services (school places for example) this will mitigate the impact of development on existing provision.

5. Compatibility with Former EU Obligations post Brexit (SEA and HRA Screening)

- 1.37 The European Withdrawal Act 2018 (EUWA) provides a new constitutional framework for the continuity of retained EU law in the UK, replacing the EU treaties that had until that point applied in the UK. Section 7 of the EUWA 2018 states that *'Anything which was immediately before exit day, primary legislation of a particular kind, subordinate legislation of a particular kind or another enactment of a particular kind and continues to be domestic law on and after exit day continues to be domestic law as an enactment of the same kind'*⁵.
- 1.38 The references below are to EU directives and regulations because *'there is no official record of which EU treaty rights were incorporated into UK law'*⁶ but the EUWA accepts that the same environmental standards remain.
- 1.39 *'The EU (Withdrawal) Bill incorporates the existing body of EU environmental law into UK law, making sure the same protections have effect in the UK and laws still function effectively after the UK leaves the EU'*⁷.
- 1.40 On the basis of the foregoing the DNP has been assessed in accordance with extant EU regulation that has been incorporated into UK law.

Strategic Environmental Assessment (SEA) and Habitat Regulation Assessment (HRA) Screening

- 1.41 The environmental assessment of plans with a significant environmental impact is a requirement of the EC Directive on the assessment of plans and programmes on the environment (Directive 2001/42/EC), known as the Strategic Environmental Assessment (SEA) Directive.
- 1.42 A Habitats Regulation Assessment (HRA) is required where a Neighbourhood Plan is deemed likely to result in significant negative effects on protected European Sites as a result of the Plan's implementation⁸.
- 1.43 NWBC sought an SEA/HRA comment from the statutory consultees in June 2021. The response from Natural England at that time was that *'there are unlikely to be significant environmental effects from the proposed plan.'*
- 1.44 A Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment Screening Report was undertaken by Planning with People on behalf of NWBC in November 2021 to seek further comment from the Environment Agency and Historic England. In accordance with regulations NWBC consulted again with Natural England, the Environment Agency and Historic England. Subsequent amendments to the DNP following a second Regulation 14 consultation in 2022 has not altered this

⁵ See <https://www.legislation.gov.uk/ukpga/2018/16/section/7>

⁶ See <https://www.pinsentmasons.com/out-law/guides/retained-eu-law-uk-after-brexite>

⁷ EU Withdrawal Bill Fact sheet 8 Environmental Principles. EU Withdrawal Bill came into force in January 2020

⁸ Article 6(3) of the EU Habitats Directive and with Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

assessment. The Screening Report is available on DNPs web site⁹ and NWBC provided a screening determination letter concluding that a SEA is not required, the letter is at Appendix A.

Other EU obligations

- 1.45 The Neighbourhood Plan has regard to and is compatible with the fundamental rights and freedoms guaranteed under the **European Convention on Human Rights**. Whilst an Equality Impact Assessment Report has not been specifically prepared, great care has been taken throughout the preparation and drafting of this Plan to ensure that the views of the whole community were embraced to avoid any unintentional negative impacts on particular groups.
- 1.46 The main issues for planning are the right to family life and in preventing discrimination. The DNP makes positive contributions, such as protecting the heritage and landscape of the Plan area, protecting Local Green Spaces, supporting the improvement of walking and cycling routes and promoting housing to meet local needs. The population profile has revealed that there are not significant numbers of people who do not speak English (as a first language) and it has not been necessary to produce consultation material in other languages.
- 1.47 The Neighbourhood Plan has been prepared with extensive input from the community and stakeholders as set out in the accompanying Consultation Statement.¹⁰ There was consultation and engagement early on in the process and residents were encouraged to participate throughout. The draft Neighbourhood Plan has been consulted on as required by Regulation 14 of the Neighbourhood Planning (General) Regulations 2012; responses have been recorded and changes have been made as per the schedule set out in the Statement of Consultation. The Consultation Statement has been prepared by the Neighbourhood Plan Steering Group and meets the requirements set out in Paragraph 15 (2) of the Regulations.

6. General Conformity with Strategic Local Policy

- 1.48 To meet the Basic Conditions, the Neighbourhood Plan is required to demonstrate general conformity with the strategic policies in the adopted Local Plan. The Local Plan strategic policies provide detailed guidance on where new development can take place and sets out the factors that will be considered by NWBC when considering all proposals for development.
- 1.49 The DNP has been developed to be in general conformity with these strategic policies. Table 2 provides a summary of how each of the Neighbourhood Plan policies are in general conformity with NWBCs strategic policies. Table 2 assesses only relevant LP policies against the DNP policies.

Table 2: Assessment of how the policies in the DNP are in general conformity with the Strategic Policies in the Local Plan

Adopted Strategic Policies NWBC Local Plan	How this is reflected in the DNP
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⁹ See SEA/HRA Screening Report document at DNPs web site

¹⁰ See Consultation Statement on DNPs web site

<p>LP1 Sustainable Development provides a district wide policy context and includes the references to development plan policies in neighbourhood plans.</p>	<p>The 8 bullet points that NWBC include to define sustainable development in LP1 are in accordance with the locally specific definitions of sustainable development identified in the DNPs policy 1. For example NWBC refer to the importance of creating linkages between green spaces – this is in accordance with the DNP policies 1 and 5.</p>
<p>LP2 Settlement Hierarchy identifies Polesworth combined with Dordon as a market town. Development adjacent to these built-up areas will be permitted unless it is within the strategic gap, linkages are also expected to be made especially via walking and cycling.</p>	<p>The DNP has been prepared in the context of the strategic allocation H4. The DNP accepts that Dordon will see a dramatic increase in population once H4 is completed and the policies within the DNP all speak to how this scale of development can be sustainably accommodated. This includes taking into account the strategic gap and the DNP provides evidence based on landscape analysis to show the value of the open spaces around Dordon. Integrating all development and focusing on enhancing walking and cycling is a key tenet of the DNP (e.g. Policy 5).</p>
<p>LP4 Strategic Gap protects the land west of Dordon and the M42 corridor to prevent coalescence between Tamworth and Dordon.</p>	<p>DNP Policy 4 identifies the landscape character of the Plan area and the contribution the strategic gap makes to that including using local analysis to identify key views across it. These views are not a bar to development but provide more information on why this landscape is sensitive and why it is important to the community.</p>
<p>LP7 Housing Development – requires development to provides a mix of types and tenures of housing for older people, younger people, those with mobility issues and other special needs and plots for custom builders. All evidence is based on the SHMA.</p> <p>LP9 Affordable Housing</p>	<p>DNP Policy 9 is underpinned by the Housing Needs Assessment commissioned for the DNP. The Dordon HNA analysis fits with the wider SHMA analysis but at the Dordon parish level. Policy 9 draws on this evidence to require locally specific housing mix. The DNP also finds evidence of higher than average ill health which has implications for house types and the importance of there being some flexibility to provide accessible and adaptable homes.</p> <p>DNP Policy 9 uses HNA analysis to identify the AH tenure that is required – the AH threshold is expected to be in accordance with NWBC LP9 unless viability assessments justify an alternate level.</p>
<p>LP12 Employment Areas - supports the growth of employment identifying Birch Coppice and Core 42 in particular in the DNP area.</p>	<p>DNP policy 12 also supports the growth of employment on allocated employment sites but also confirms support for other development that will make the Plan area more attractive for businesses e.g. the improvement of the neighbourhood centre.</p>
<p>LP14 Landscape – supports the retention of trees, hedgerows and water bodies where possible and the protection of ancient woodland and species rich hedgerow. New landscape features will be assessed against the landscape character and new landscape schemes</p>	<p>DNP Policy 4 provides a locally specific policy framework based on local analysis of key views and the Dordon Design Guide. Policy 4 also requires development to reflect the local landscape character and the LCA assessment.</p>

should use native species and benefit biodiversity.	
LP15 Historic Environment requires the historic environment to be protected and notes that great weight will be given to the conservation of the Boroughs designated heritage assets.	DNP Policy 6 provides the local context for this as well as setting out how proposals for the restoration of buildings on the heritage at risk register will be assessed. The DNP identifies 11 buildings and structures that have local heritage value and Policy 6 nominates them for local listing.
LP16 Natural Environment	DNP Policy 2 provides more specific local detail showing how the NWBC policy framework can be applied within the Plan area. For example, policy 2 lists the sought of enhancement that can be made to enhance biodiversity.
LP17 Green Infrastructure supports the maintenance and enhancement of a GI network.	DNP Policy 5 puts this into a Dordon specific context identifying the important coffin trail as well as highlighting the need to protect, maintain and extend the existing routes that extend across the parish east to west and north to south.
LP20 Green Spaces – retains, protects and where possible enhances them and notes that Neighbourhood Plans can designate additional areas. Kitwood recreation is identified as a LGS in the NWBC Local Plan under LP20	DNP Policy 3 designated two additional areas for LGS designation.
LP21 Services and Facilities – identifies Browns Land and New Street shopping parade in Dordon as a Neighbourhood Centre and limits some uses like fast food takeaways and the loss of Class E within this area.	The DNP supports this approach and Policy 12 highlights the need for environmental improvements to enhance the appearance of the Neighbourhood Centre to make it more attractive to local businesses and shoppers. Policy 13 identifies the range of community facilities in the Plan area and protects them.
LP22 Open Spaces and Recreational Provision – protects and enhances these spaces wherever possible.	The DNP reflects the community’s appreciation of Long Street Recreation Ground by designating it as a LGS. New development must also ensure it retains the open spaces (including LWSs) that are enjoyed and highly valued by local people. The DNP policy 13 highlights the importance of securing the equivalent quality of facilities if Birch Coppice Clubhouse and allotments are relocated.
LP27 Walking and Cycling - requires all developments to consider what improvements can be made to encourage safe and fully accessible walking and cycling.	The DNP seeks to maximise the walking and cycling in new development and to enhance existing connections – this is a vital part of sustainable development and is encouraged in policy 1 and policy 5.
LP29 Development Considerations – is an overarching policy that sets out the requirements for new development	The DNP is in accordance with this approach. The considerations listed in NWBCs policy feature in all the DNP policies.
LP30 Built Form – requires development to respect and reflect existing character. The policy requires development to accord with design briefs in neighbourhood plans.	DNP policy 8 provides a locally specific policy framework for LP30. Policy 8 is underpinned by the Dordon Design Guidance and Code which provides a local analysis of existing house types, patterns of development and

	layout to form the basis of a design code for new development.
LP33 Water and Flood Risk Management – amongst other things it promotes the use of SuDs and for new development to improve natural riverine processes.	DNP policy 7 addresses the local flood concerns and providing local evidence to require development to address surface water run-off and to maximise the use of SuDs to provide leisure, recreation and biodiversity benefits.
LP34 Parking – provides minimum parking in town centres and the text notes that there is a parking study underway in market towns.	DNP policy 13 uses local evidence to require a local parking standard for new development along Long Street and New Street to mitigate the existing congestion and to ensure these important access routes stay usable.
LP35 Renewable Energy and Energy Efficiency- supports the use of renewable energy, energy efficient fabric and on site renewables	DNP policy 11 is in accordance with this approach and reflects the community’s concern about the need to mitigate climate change especially given the scale of growth expected in the parish. Policy 11 lists approaches to local carbon construction that would be supported. The policy also addresses the need to be water efficient and supports retrofit of heritage assets where appropriate.

7. Conclusion

- 1.50 It is the view of Dordon Neighbourhood Plan Group that the foregoing has shown that the Basic Conditions as set out in Schedule 4B to the Town and Country Planning Act 1990 are considered to be met by the DNP and all the policies therein.
- 1.51 The DNP has appropriate regard to the NPPF, will contribute to the achievement of sustainable development, is in conformity with the strategic policies contained in the NWBCs Local Plan and meets relevant EU obligations that have been transferred into UK Law.
- 1.52 On that basis, it is respectfully suggested to the Examiner that the DNP complies with Paragraph 8(2) of Schedule 4B of the Act.

Appendix A SEA/HRA Screening Determination



North Warwickshire
Borough Council

Steve Maxey BA (Hons) Dip LG Solicitor
Chief Executive

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Website : www.northwarks.gov.uk

This matter is being dealt with by

: Dorothy Barratt

Direct Dial : (01827) 719250

Your ref :

Our ref : Dordon NP

Dordon Parish Council

Sent via email to Helen Metcalfe and Dordon PC

Date : 09/11/2022

Dear Dordon Parish Council

Dordon Neighbourhood Development Plan Screening for Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA)

In accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations), Planning with People (Helen Metcalfe) has prepared a SEA Screening Document to determine whether the Dordon Neighbourhood Development Plan should be subject to a Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA). The Screening Document explored the potential effects of the proposed Dordon Neighbourhood Plan and concluded that on the basis of the Screening Assessment, the Dordon Neighbourhood Plan would not result in significant environmental effects in relation to criteria set out in the SEA Regulations.

The screening document was subsequently submitted to the statutory environmental bodies of Historic England, Environment Agency and Natural England for comment, in accordance with the SEA Regulations. Out of the three consultees, only Natural England and Historic England responded, agreeing with the conclusions of the Screening Document that the preparation of a SEA/ HRA was not required.

Having read the Submitted Draft NDP, Screening Document and response from the statutory consultees, I concur with the view that a SEA or HRA are not required for the Dordon Neighbourhood Plan as there are unlikely to be any significant effects on any designated European Sites either alone or in combination. Therefore no further assessment work would be required arising from the implementation of the Dordon Neighbourhood Plan

I hope this is sufficient for your needs. However, should you have any queries please do not hesitate to contact the Forward Planning Team.

Yours sincerely

D M Barratt

Dorothy Barratt
Forward Planning & Economic Development Manager

Chief Executive: Steve Maxey BA (Hons) Dip LG Solicitor

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Consultation Statement: Dordon Neighbourhood Plan



Prepared by Planning With People on behalf of the Neighbourhood Planning Group and Dordon Parish Council



14 November 2022

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Introduction

1. This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations in accordance with the Localism Act 2011 for Dordon Neighbourhood Plan. The legal basis of the statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations which states that a consultation statement should:
 - Contain details of the persons and bodies who were consulted about the proposed Neighbourhood Plan;
 - Explain how they were consulted;
 - Summarise the main issues and concerns raised by the persons consulted;
 - Describe how those issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan
2. In the summer of 2019, a sub-group of Dordon Parish Council was set up to produce the Dordon Neighbourhood Plan. Since then, the Neighbourhood Plan has been an agenda item on every Parish Council meeting. The Neighbourhood Plan group consisted of Parish Councillors and residents keen to be involved in the project (https://www.dordonparishcouncil.gov.uk/uploads/1/2/2/2/122269755/dordon_neighbourhood_plan_team.pdf). To kick the process off, all members of the group walked the entire Parish to discuss what was needed in the Plan.
3. The group wanted everyone to have the chance to comment on what they would like to see in their plan; throughout the process, regular updates on the process of the Plan were posted on a dedicated page of the Dordon Parish website (<https://www.dordonparishcouncil.gov.uk/neighbourhood-plan>), the separate Neighbourhood Plan website (<https://dordon.neighbourhoodplan.uk/>) and also on the Dordon Community Facebook site (<https://www.facebook.com/groups/278780985588437>). In addition, the group advertised what they were doing in “The Locals” newsletter.

Pre- Regulation 14 Consultation

4. The Neighbourhood Plan Working Group (NPWG) recognised that consultation was key to successfully developing a Neighbourhood Plan for Dordon Parish. The production of a Neighbourhood Plan requires an open process and on-going consultation. It also requires the involvement of a wide range of people from across the Parish.
5. Beginning in 2017 there have been public meetings and in January 2020 a series of workshops which provided the initial brief. The Parish Council face book page is an effective community engagement tool combined with the creation of a specific NP web site which hosted 2 surveys to seek input from residents in 2020 and 2021.
6. The power point slides from one of the January 2020 presentations is at appendix A.



Community Café Consultation at Xmas event December 2019

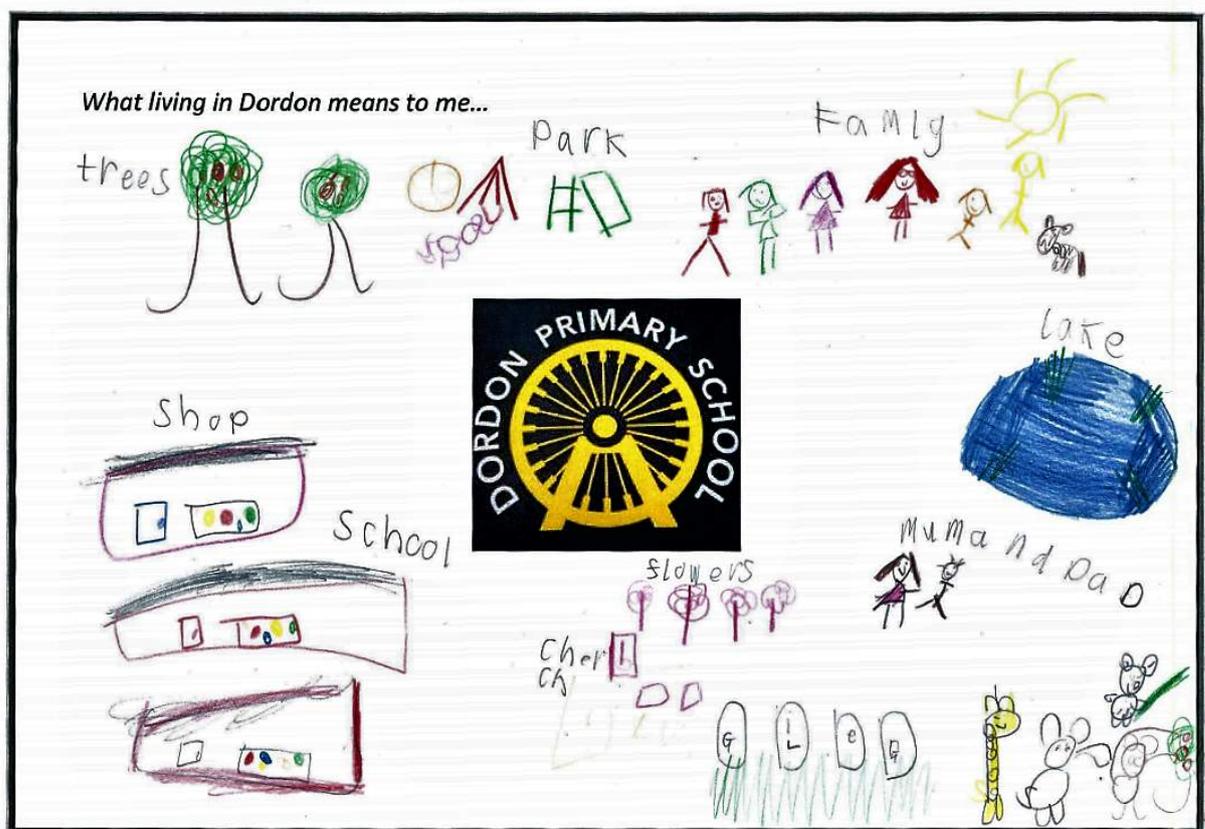


Photos from Initial consultation January 2020

7. All consultation since March 2020 has been done in accordance with Covid regulations. In April 2021 a Household online Survey was undertaken which attracted 87 respondents 82% of whom were of working age. This confirmed the scope and focus of the Plan. The feedback is at Appendix B.
8. In January 2020 the Neighbourhood Plan Group held a drop-in event at Dordon Church Hall, inviting residents to make comments on a series of topics using post-it notes on display boards. This event also saw the launch of the Dordon Heritage Trail, which helped attract a lot of interest. The Tamworth and District Civic Society were very supportive. Members of North Warwickshire Borough Council attended, along with the local Member of Parliament (see *"Initial Consultation 18 Jan 2020 xxx.jpg"* files). The results were collated as a presentation and shared with residents online (https://dordon.neighbourhoodplan.uk/images/docs/18-01-2020_DORDON_Neighbourhood_Plan_initial_consultation.pdf) (also see PowerPoint presentation *"18-01-2020 DORDON Neighbourhood Plan initial consultation.pptx"*)
9. Following on from this, a basic questionnaire on the same topics (see *"question sheet.docx"* file) was shared with the residents of Dordon – focusing on what they liked or did not like for each topic. This was provided as a physical document (distributed from the Library, the Church Hall, the Village Hall and the Men's Institute) and online. In this phase of the process, the following groups were also consulted directly and using the questionnaires (see also files *"community cafe.jpg"* and *"December 2019 community bingo.jpg"*):
 - The Bingo Group
 - Members of the Library
 - The Wednesday Club
 - The Community Café
 - The Dordon Activities Group
 - The Men's Institute
 - The St Leonard's Church congregation
 - The Local History Research Group
 - The Walking Group
10. Alongside this, the group wanted to particularly involve young people in the process. To this end, they approached the local primary school to ask the children what they did and didn't like about living in Dordon; they produced their answers as pictures (see *"Dordon School NP xx.png"* files) which also provided the group with the cover illustrations for the Neighbourhood Plan.
11. The group also engaged with Polesworth Parish Council and the Polesworth Neighbourhood Plan Group from very early on in the process, coming together to agree an indicative masterplan for a visionary approach to the planning of H4 and to ensure there would be no conflicts of interest with Dordon and to reflect their shared heritage and environment.
12. The COVID-19 Pandemic and resultant lockdowns meant that for a large part of the consultation period, after the initial drop-in and questionnaires, a greater emphasis had to be placed on online campaigns, making much use of social media to promote the plan and inform residents.
13. The findings from this consultation period, together with the results of the questionnaire (see *"09-06-2020 DORDON Neighbourhood Plan further consultation.pptx"* document) directly

shaped the next stages and of the Neighbourhood Plan. In particular, the group engaged AECOM to create a Master Plan for the Neighbourhood and were able to hone the questionnaire for the next phase of the consultation.

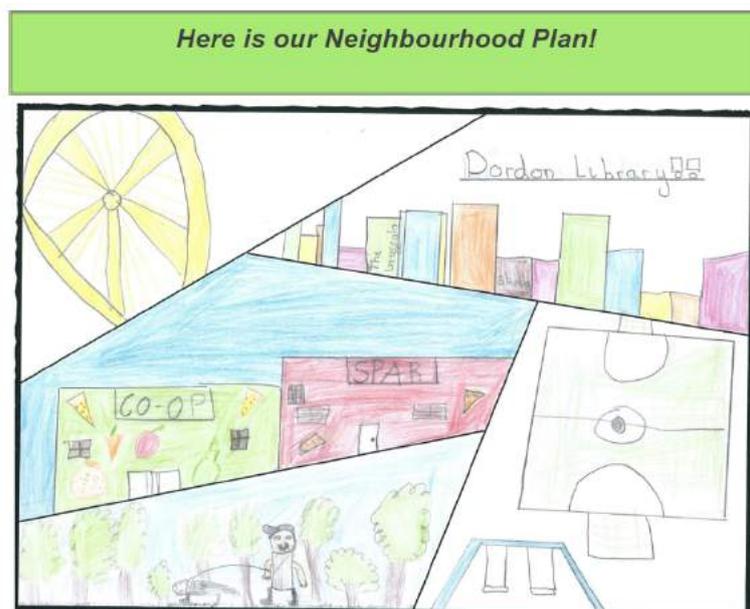
14. In April and May 2021 an online survey was launched, with questions following on from issues raised in the consultation so far. 87 replies were received, and the results shared on the dedicated Neighbourhood Plan website (<https://dordon.neighbourhoodplan.uk/images/docs/dordon-household-survey-completed.pdf>), see also Appendix B for the feedback.
15. The NPWG also went into Dordon Primary School and asked the pupils what living in Dordon meant to them,, this was a way of raising awareness amongst the parents as well as getting an important perspective from younger children.



Picture drawn by a pupil at Dordon Primary School

16. The Neighbourhood Plan was released to the public in September 2021, and promoted on the Dordon Parish Council Website), the community Facebook and the Neighbourhood Plan website.

Announcement on Parish Council Website



At last! After two years of work and consultation, our very large plan is ready for you to read! We have also produced a guide to the plan called the "Neighbourhood Plan in a Nutshell" explaining the 15 policies we are proposing. We will keep you up to date with what's going on and how you can have your say.

Click [here](#) to see the full 100 page Neighbourhood Plan...

17. In addition to the full plan, a more easily digestible version, "Neighbourhood Plan in a Nutshell" was produced, a guide to what the Plan means for residents. This was available online (<https://dordon.neighbourhoodplan.uk/neighbourhood-plan-in-a-nutshell> and https://www.dordonparishcouncil.gov.uk/uploads/1/2/2/2/122269755/dordon_parish_council_np_in_a_nutshell.pdf); hard copies of the "Plan in a Nutshell" were handed out to those whose internet access was limited.

First Regulation 14 Consultation

18. Consultation phase with residents began in late October 2021, but the official start date for the first Regulation 14 consultation was December 1st 2021.
19. From December 1st 2021 to January 28th 2022 a full online survey was launched on the dedicated Neighbourhood Plan website. This was promoted on the Parish Council website, and the Community Facebook pages (see "*NP poster for facebook.docx*"). Questions were focused on the individual policies, asking for approval/disapproval and inviting comments. For those unable to access the online survey, multiple copies were printed off and distributed at venues throughout the Neighbourhood.
20. Questionnaires were also handed out at community events in the Village Hall, including the Hallowe'en party and the Church Fayre (which was again attended by the local MP). (See also files "*Nov21 consultation xxx.jpg*").
21. 189 replies were received by the end of the consultation period, and the group were delighted that overall, 90% of replies agreed with the policies. The results of the survey were published online (https://www.dordonparishcouncil.gov.uk/uploads/1/2/2/2/122269755/what_you_said_a

[bout your neighbourhood plan 2.pdf](#)) (see also files “What you said about your Neighbourhood Plan.docx” and “Dordon NP data from Reg 14 survey.docx”)

22. The group conducted feedback with North Warwickshire Borough Council, held a meeting with the Local MP and Borough Councillors, met with developers and landowners, had Statutory engagement with Natural England, The Coal Authority, Highways England, English Heritage, Warwickshire County Council (including participating in their access for all review of Right of Ways and Public access), A5 Consultation work, Health Authority and others; the full list of bodies/organisations consulted is as follows:

- Coal Authority – planningconsultation@coal.gov.uk
- HCA - Nicola.marshall@hca.gsx.gov.uk, Lindsey.richards@hca.gsx.gov.uk
- Natural England – consultations@naturalengland.org.uk
- Environment Agency – enquiries@environment-agency.gov.uk
- Historic England (formerly English Heritage) - e-wmids@HistoricEngland.org.uk
- Network Rail - TownPlanningLNW@networkrail.co.uk
- Highways Agency - lisa.maric@highways.gsi.gov.uk
- Severn Trent - growth.development@severntrent.co.uk
Rebecca.McLean@severntrent.co.uk
- WCC – pamneal@warwickshire.gov.uk
- NWBC – planningpolicy@northwarks.gov.uk
- HS2 Town Planning town.planning@hs2.org.uk
- WCC Public Health isherkehal@warwickshire.gov.uk
- WCC Public Health gemmamckinnon@warwickshire.gov.uk
- WCC Transport alanlaw@warwickshire.gov.uk
- West Mercia Police colin.blundel@westmerciam.pnn.police.uk
- Woodlands Trust Nick.Sandford@woodlandtrust.org.uk
- Woodlands Trust GovAffairsTemp@woodlandtrust.org.uk
- WWT enquiries@wkwt.org.uk
- Savilles joseph.cramphorn@savills.com
- Burges Salmon Patrick.Robinson@burges-salmon.com
- Barton Willmore Darren.Venables@bartonwillmore.co.uk
- Polesworth Parish Council clerk@polesworth-pc.gov.uk
- Local Residents 187 people filled in the questionnaire. The vast majority were Dordon residents 138 people (73.8%).29 were Polesworth Residents (15.5%). The rest were from Birchmoor, Grendon and 6.9% were “Other” these included four members of Dordon Church. No Freasley residents responded. Local residents unanimously supported the DNP policies.

23. On May 15th 2022 the Dordon Neighbourhood plan was cited by the Local MP, Craig Tracey as an “absolutely amazing document” on BBC Politics Midlands (<https://www.bbc.co.uk/iplayer/episode/m0017hfy/politics-midlands-15052022>).

24. The feedback from NWBC, land owners and developers required a review of the DNP and a restructuring of the policies with a lot of the aspiration for the delivery of the strategic site allocation (H7) moved to the appendices.

Second Regulation 14 Consultation

25. A second regulation Regulation14 consultation was held from 19th August to the 30th September. Emails were sent to the following (contacts provided by NWBC)

- Coal Authority – planningconsultation@coal.gov.uk
- HCA - Nicola.marshall@hca.gsx.gov.uk, Lindsey.richards@hca.gsx.gov.uk
- Natural England – consultations@naturalengland.org.uk
- Environment Agency – enquiries@environment-agency.gov.uk
- Historic England (formerly English Heritage) - e-wmids@HistoricEngland.org.uk
- Network Rail - TownPlanningLNW@networkrail.co.uk
- Highways Agency - lisa.maric@highways.gsi.gov.uk
- Severn Trent - growth.development@severntrent.co.uk
- Rebecca.McLean@severntrent.co.uk
- WCC – pamneal@warwickshire.gov.uk
- NWBC – planningpolicy@northwarks.gov.uk
- HS2 Town Planning town.planning@hs2.org.uk
- WCC Public Health isherkehal@warwickshire.gov.uk
- WCC Public Health gemmamckinnon@warwickshire.gov.uk
- WCC Transport alanlaw@warwickshire.gov.uk
- West Mercia Police colin.blundel@westmercia.pnn.police.uk
- Woodlands Trust Nick.Sandford@woodlandtrust.org.uk
- Woodlands Trust GovAffairsTemp@woodlandtrust.org.uk
- WWT enquiries@wkwat.org.uk
- Savilles joseph.cramphorn@savills.com
- Burges Salmon Patrick.Robinson@burges-salmon.com
- Barton Willmore Darren.Venables@bartonwillmore.co.uk
- Polesworth Parish Council clerk@polesworth-pc.gov.uk

Comments from Residents

26. Residents were encouraged to complete an online survey on the DNP web site <https://dordon.neighbourhoodplan.uk> . The consultation was advertised on the parish council web site <https://www.dordonparishcouncil.gov.uk/neighbourhood-plan>.
27. The NPWG asked residents to comment on the DNP via community events eg the Family Food and Fun event in Summer, in the Community Shop at Church coffee and chat at the Community Café. The NPWG offered to deliver a questionnaire to anyone's house who wanted one.
28. The consultation and events that allowed comment on the Reg 14 DNP were promoted via live events, Facebook and the website.
29. There were 77 responses and the graph below shows that the community remains strongly supportive of the policies in the DNP. The full report on community feedback is at Appendix C.

Figure 1 community consultation feedback



Comments from Statutory Consultees

Warwickshire County Council

Section of the Plan	Comments	NPWG Comments	Amendments Made
General	Flood Risk Team noted and thanked the NPWG that their comments on an earlier draft have been included in the latest version.		NA

Coal Authority

Section of the Plan	Comments	NPWG Comments	Amendments Made
General	No specific comments to make		NA

North Warwickshire Borough Council

Section of the Plan	Comments	NPWG Comments	Amendments Made
General	Would be useful if the Policies were numbered, as they were in a previous version, as this would aid anyone referencing the Dordon NP - but not essential? Policies have now been added to each relevant chapter but a table with them all in would make easier reading	The review of the DNP after the first Reg 14 consultation was substantive and the policies were renumbered and reworked. A table of policies has been added	Y
Foreword	Consider deleting the text “Dear Parishioners” as the document will be used by a much wider audience	Wording amended	Y
Consultation	This could be removed at the next stage and put in the Consultation Statement	Section removed	Y
Dordon in Context	Could text be updated now due to Census 2021 being released rather than quoting 2011 figures where applicable? It is still rather lengthy and could be shortened somewhat	The area profile data for the census 2021 was not available at time of writing this has been clarified as a footnote	Y
Map 5 Key Views	The map numbers need to be made bigger as you cannot read them if reading a hard copy of the plan.	The map is on a full page in the DNP and cannot be made any larger but the map is clear when viewing the document on a screen. This map has now been provided separately on the NP web site and the reader directed to it if required.	Y
Creating a Green Network around Dordon Parish	A lot of this is setting the scene and an explanation which could go in a background Appendix	The NPWG consider that the narrative is justification for the policy and supports the policy.	

Section of the Plan	Comments	NPWG Comments	Amendments Made
Map 8	<p>Anywhere outside the DNP boundary should be deleted (or 'greyed out?) as you cannot suggest cycle routes etc outside of your NLP boundary (we suggest an arrow just to confirm that the cycle route will hopefully be continued).</p> <p>Map 8 could also be put in the Community Aspirations as it is now with the added text that you will work with Polesworth PC etc to support and deliver the proposal</p>	<p>Footnote added to the map <u>The area outside the DNP boundary is outside the remit of DNP policy 5 but shows the wider context and where the routes can connect to the wider area</u></p> <p>Map 8 has also been added to the appendix to reflect this and other comments</p>	Y
Policy 5	<p>Suggest a text amendment – “Where applicable, NWBC will seek developer contributions will be sought to improve the network of publicly accessible walking/cycling routes across the Parish”</p> <p>Concerns relating to criteria ‘d’ and ‘e’ where the development is in no way related to the Coffin Trail or able to create access to green infrastructure for mobility impaired residents where the site does not have control - or is this to enable contributions towards doing this by S106’s? If so clarity is needed</p>	<p>Wording amended</p> <p>Paragraph 88 added ‘Accessibility for all to existing and new green infrastructure is important to the community and the use of S106 contributions to improve access for all is supported.’</p> <p>Policy 5 (2) opens with ‘as appropriate to their scale and nature’ <u>location</u> has been added to pick up points re criteria d and e. Ref to the coffin trail has been made a separate criterion and footnote added further based on other comments</p>	Y
Traffic Congestion	<p>The chapter is rather a lengthy setting the scene and an explanation again. A lot of this can be used as evidence or put as an Appendix as it isn’t relevant to the policies (Most of this is Aspirational and could be moved elsewhere)</p>	<p>Traffic congestion is a major concern for the community and the NPWG consider this section critical in providing local detailed information that should inform future development. The NPWG prefer to keep this section in the main body of the DNP. The policy itself relates only</p>	

Section of the Plan	Comments	NPWG Comments	Amendments Made
		to development along Long Street and New Street so it is directly related to development	

Burges Salmon on behalf of Hodgetts

Comments	NPWG Comments	Amendments Made
<p>This letter should be read in conjunction with our previous letter to you dated 18 November 2021 and also with other written representations that have been made in response to this present consultation on behalf of our clients, coordinated by WSP.</p> <p>In this letter we address our clients' continuing concerns over the approach being taken to Dordon Hall Lane, particularly in relation to Policy Number 6, the fifth paragraph of which states:</p> <p><i>"the former drovers' lanes, St Helena, Dordon Hall Lane and Dunn Lane have a historic, rural character. Where possible, proposals should demonstrate they have regard to this character in the proposals for the movement of vehicles, pedestrians and cyclists along them".</i></p> <p>Inadequate disclosure of supporting information</p> <p>Our letter of 18 November 2021 set out significant concerns over the information that supported the DNP heritage proposal affecting Dordon Hall Lane as it stood at that time and there has been no change in that supporting information nor correction of the potentially misleading information described in our letter. Without repeating those concerns they remain fundamental flaws in Policy 6(5) that should either be remedied or the policy proposal withdrawn.</p> <p>Designating a road as a local heritage asset</p> <p>The draft DNP continues to rely on a purported historic assessment of proposed nominated heritage assets which includes as</p>	<p>The NPWG are aware that a new conservation officer is now at NWBC and the information previously provided on the proposed list of non designated heritage assets in the DNP is being reassessed.</p> <p>The wording in the submission DNP has reverted to identifying some buildings for nomination as non-designated heritage assets subject to further assessment by NWBC.</p> <p>Dordon Hall Lane is not included in policy 6 as a proposed nomination.</p> <p>Policy has been amended to reflect this comment. The stretch of Dordon Hall Lane to St Helena has been identified – this is not an attempt to bar the movement of vehicles down to Spon Lane All information was in the public domain</p>	Y

Comments	NPWG Comments	Amendments Made
<p>a justifying factor for local value a photograph of a road traffic accident involving a HGV from Manor Farm Business Park (this material that was included in the first draft of the DNP has now been moved into an online resource). As stated above our clients' concerns and complaint at the use of this material remains as per our letter of 18 November.</p> <p>The site is a valuable resource for the local economy and this misconceived policy should not be allowed to proceed given that it adds nothing to existing regulation and policy but does create the potential for uncertainty in the future management of the site which is entirely unjustified.</p>	<p>Image has been removed and policy amended to address this matter</p>	

WSP on behalf of Hodgetts

Section of the Plan	Comments	NPWG Comments	Amendments Made
General	<p>The consultation process undertaken between 15 October 2021 and 28 January 2022, and indeed this latest consultation, are legally flawed due to the absence of key evidence base documents from the public domain. Despite this being pointed out to the DPC previously in a legal letter (dated 18 November 2021, appended) and also through representations to the aforementioned consultations, at the time of writing, evidence base documents are still not available in the public domain despite there being three separate rounds of Regulation 14 consultation since 15 October 2021. As such, full and fair representations have therefore not been possible at any stage of consultation, thereby falling foul of the 'Gunning Principles' (taken from</p>	<p>The key views assessment (and footpath assessment) were based on local research and done by the NPWG based on a walkabout of the area. This clarification was added after the first reg 14 consultation at footnote 7 and footnote 8.</p> <p>Footnote 7 'Assessment involved walkabout by NPWG members, discussion and review by wider group'</p> <p>Footnote 8 'Assessment involved walkabout by NPWG members, discussion and review by wider group'</p> <p>The key views are from publicly accessible locations across the Parish.</p> <p>The NPWG has had the benefit of local knowledge and expertise of local residents. The policy recognises that site by site evaluation will be needed.</p>	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>the judgment in R v Brent LBC ex p Gunning)¹.</p> <p>There are still no formal documents in the public domain that provide the details of these 'assessments' or indeed an indication that the process of assessment has had any specialist input from a landscape architect/consultant and therefore it is impossible to interrogate the methodology and reasoning behind the Key Views and Footpaths Assessments, nor will it be possible for the Planning Inspectorate to sufficiently consider the soundness and justification for the Key Views selected.</p>	<p>This sort of local evidence is proportionate in terms of evidence base for neighbourhood planning.</p> <p>The footpath assessment is based on local knowledge, liaison with WCC, community consultation and engagement. Map 8 has been removed and put in the appendix as a community aspiration showing proposed cycle routes. Based on comments in the first reg 14 informal routes on Hodgetts land have been removed from the map.</p> <p>The analysis on key views and footpaths was conducted by residents but then reviewed and endorsed by the rest of the NPWG. The NPWG members have lived in Dordon Parish for a total of 122 years¹ – they know where the key views are that are valued by local people. The community consultation supported the analysis and the policy approach. There is no further information that could be in the public domain. Para 65 has been amended to clarify the status of the key views 'The key views are not intended to be a bar to development but to provide more information about the variety of the landscape and to identify the viewpoints that are valued by the community. Local people acknowledge that development may take place within these key views, but where possible they would like the layout of development to provide</p>	

¹ Summation of length of residency in Dordon Parish of NPWG members

Section of the Plan	Comments	NPWG Comments	Amendments Made
		<p>glimpses between buildings to countryside views beyond.’ The wording of Policy 4 (2) has been amended with ‘where possible’ added to reflect this.</p>	
<p>Policy 4 and 12</p>	<p>The draft DNP is not in general conformity with the recently adopted North Warwickshire Borough Council (“NWBC”) Local Plan and clearly conflicts with the NPPF:</p> <ol style="list-style-type: none"> 1. One of the Local Plan’s strategic aims through Policy LP4 (Strategic Gap) is to protect the Strategic Gap between Tamworth and Polesworth with Dordon, with development coming forward only if criteria are met. As such, it is not a total bar to development. Policy LP4 clearly is a strategic policy, and its policy wording does not extend to any particular detailed matters, as required by NPPF2. 2. However, draft DNP Policy 4 and Policy 12 seek to set a significantly higher bar for development within the Strategic Gap through the protection of “Key Views” and limitations on the scale and location (brownfield sites only) for commercial development. These policy criteria do not add detail to assist with the interpretation of Local Plan Policy LP4, rather they would clearly undermine and create tension with LP4 by introducing a higher bar to development than is policed by LP4. This is demonstrably at odds with the NPPF which 	<p>The DNP reflects the community’s concern to protect the character of the area including the separation of the M42 and the western edge of Dordon.</p> <p>DNP policy 4 has removed the reference to the strategic gap as the approach covers the whole of the parish. It is not intended to be a total bar to development.</p> <p>Local Plan LP6 is carefully worded to say that ‘significant weight should be given to decision taking to support economic growth and productivity, particularly where evidence demonstrates an immediate need for employment land, or a certain type of employment land, within Area A on Figure 4.10 of the West Midlands Strategic Employment Sites Study of September 2015 (or successor study) which cannot be met via forecast supply or allocations.’</p> <p>DNP policy 12 included a ref to LP6 of the Local Plan to make this clearer policy 12 2e has been amended to cite the LP6 criteria</p> <p>The DNP does not seek to bar development on the strategic gap, rather that development should take into account the contribution the strategic gap</p>	<p>Y</p>

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>implies that strategic policies should not be contained in neighbourhood plans and only included in local plans.</p> <p>3. Furthermore, the draft DNP would stymie the potential for sustainable development within the Strategic Gap, such as land north-east of Junction 10 M42, which has been explicitly identified as the most appropriate site for delivering strategic employment development along the M42 Corridor⁴. Local Plan Policy LP6 supports additional employment sites within Area A (broadly the M42 Corridor, as set out in the West Midlands Strategic Employment Sites Study (WMSESS) 2015 and defined as “Area 2” in the successor study, the WMSESS 2021) where there is an identified need for new strategic employment sites.</p>	<p>makes to the separation between Dordon and Tamworth.</p> <p>Policy 12 is not seeking to be overly restrictive but, reflecting the community focus, sets the DNP policies within the context of the NWBC Local Plan strategic policies. The NPWG believe this is in conformity with NWBCs policy approach.</p> <p>Policy 4 has been amended to take into account the comments on the key views and the strategic gap. Ref to the latter has been removed as the need to take into account key views (in the context of the DNP amended para 65) is a parish wide matter.</p> <p>The text on the key views has been amended to clarify further their role at para 65.</p>	
	<p>Additionally, draft DNP Policy 6 in its current form applies a confusing approach to policy formulation that is inconsistent with the NPPF and a flawed approach to identifying heritage significance.</p>	<p>Policy 6 has been reworded to ensure consistency with the NPPF.</p>	Y
	<p>As a result, the draft DNP is plainly not in general conformity with the Local Plan, rather it is demonstrably at odds with it and would undermine the strategic policies of a recently adopted Local Plan and stymie sustainable development, thereby failing to accord with guidance contained in the NPPF6 and the basic conditions</p>	<p>The NPWG do not think the DNP is at odds with the Local Plan rather it provides local detail and a community focus but within the strategic policy context set by the Local Plan. The amendments in the submission version are intended to clarify this. The DNP is clear throughout that it has to be in conformity with the Local Plan.</p>	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	tests for ensuring that neighbourhood plans do not undermine the strategic policies of the Local Plan and contribute to the achievement of sustainable development.		
	Should the DPC fail to fully take into account these latest representations and proceed with submission of the draft DNP to the Planning Inspectorate for examination then in accordance with PPG9, an oral hearing is requested given the significance of the issues raised with the legality and non-conformity of the draft DNP.	The DNP has been substantially amended based on the first and second reg 14 consultation. Additional input and guidance was sought from a second planning consultant and advisor on behalf of Locality which supports the Neighbourhood planning program as part of the review after the first Reg 14 consultation. AECOM have provided the technical support on the design code and this is for the whole of the Parish. Whether or not a hearing is held is entirely at the discretion of the examiner at examination stage. The Planning Inspectorate do not deal with neighbourhood plans. There are no tests of soundness for neighbourhood plans.	
Community Vision and Objectives	<p>The Community Vision itself, which states that “In 20 years’ time...expansion to the west will have been limited” would undermine the strategic policies contained in the Local Plan. Community Objective 7 (Village Identity) then reiterates this point and incorrectly refers to the need to restrict development to the west to “that which keeps the sense of openness”.</p> <p>The reference to openness is far more relevant to a Green Belt designation, and it is important to make a clear distinction between a Strategic Gap and</p>	<p>The Local Plan identifies the strategic gap as an area designated to maintain the separate identity of Tamworth and Polesworth with Dordonin order to prevent their coalescence. (Local Plan para 7.28)</p> <p>The vision and objectives reflect the community aspirations.</p> <p>The DNP does not put a bar on all development in the strategic gap it reflects the Local Plan policy approach in its wording of Policy 4.</p>	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	Green Belt in development plan policy. This point was made by the Inspector for the Local Plan Examination in his Report on Examination ¹⁹ . As above, Community Objective 7 should be deleted entirely to remedy this.	The wording of community objective 7 has been amended to reflect the Local Plan more closely. Description 'sense of openness' replaced with 'there is a sense of space, place and separation between the edge of the built up area of Dordon and the M42'	
	Community Objective 10 (Local Businesses), linked to draft Policy 12 (discussed further below) is also not in general conformity with the strategic policies of the Local Plan as, it effectively rules out any economic/employment growth outside of brownfield sites or the settlement boundary when clearly large greenfield development can have a transformative impact on local businesses and employment.	This objective covers the whole parish and there is open countryside across the parish, this objective is not seeking to bar development on the strategic gap, it is setting out a principle that is important to the community and in accordance with national policy in relation to supporting sustainable development. Specific reference to the strategic gap has been removed as it relates to the whole of the parish.	Y
	The draft DNP takes a highly inconsistent approach to how the character of the Parish is described. It ought to be clear that whilst parts of the Parish may indeed be "rural", it cannot be said to be a "rural" Parish as a whole given the industrial landscape character to the south and west which includes Birmingham Intermodal Freight Terminal (BIFT), Birch Coppice Business Park, St Modwen Park Tamworth, the A5 trunk road and M42 motorway, to the east the West Coast Mainline and Coventry Canal, the settlement itself and the presence of a former deep coal mine at Birch Coppice, including its associated spoil heap which is a prominent landscape feature.	<p>The section Dordon in Context does not say the parish is rural and it describes the warehousing and former colliery site. The text describes Dordon parish. Minor wording amended from M42 runs to the west of the parish to M42 runs 'through the western edge'.</p> <p>Reference to former Birch Coppice Colliery spoil heap added to the description.</p> <p>There were no adverse comments from the community that would suggest that the description was inaccurate.</p>	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
Comments on specific key views	<p>View 2 should be removed from the DNP as it is located on a turning area at the end of Barn Close (a cul-de-sac), not typically a place to stay and enjoy views</p> <p>View 3 should be removed from the DNP as it is located from a roundabout atop a motorway junction. Such locations are generally accepted as not being suitable protected views as there is limited ability for people to pause and enjoy the view.</p>	<p>These views were put forward by members of the NPWG and reviewed and endorsed by the NPWG. The NPWG members have all lived in the parish for a long time and these are the views that they value.</p> <p>The DNP does not say that there can be no development in the strategic gap but that these long views are part of the character of the place. This is intended to be one factor to consider amongst many in deciding the suitability of design and scale of development in the parish. Para 65 has been added to clarify the contribution the key views make in considering proposals across the Parish.</p> <p>Text added in para 65 'The key views are not intended to be a bar to development but to provide more information about the variety of the landscape and to identify the viewpoints that are valued by the community. Local people acknowledge that development may take place within these key views, but where possible they would like the layout of development to provide glimpses between buildings to countryside views beyond.'</p> <p>Policy 4 (2) and 4 (4) also amended to clarify status of the key views</p>	Y
	Sense of openness policy 4 (4)	Policy 4 (4) amended to relate to development across the Plan area. Sense of openness wording replaced with wording in the Local Plan para 7.28 'retain a sense of space, place and separation'	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
Reference to the Dordon Design Guidance and Code	In relation to landscape setting, this draft policy should refer to the North Warwickshire Landscape Character Assessment rather than the DDGC.	The DDGC was commissioned for the DNP and undertaken by AECOM and covers the whole of the Parish. AECOM urban designers worked with the NPWG and the DDGC is an important evidence base for the DNP. In any event policy 4 (5) also refers to the NWLCA	
	The draft DNP incorrectly states that the purpose of Strategic Gap policy (Policy LP4) is to “prevent coalescence with Tamworth” Reference to “landscape” must be deleted from paragraph 73 and replaced with the term “physical” to ensure consistency with Local Plan Policy LP4.	Para 68 has been amended The Local Plan para 7.28 states ‘The purpose of policy LP4 is to retain and respect the separate identities and characters of the settlements of Tamworth and Polesworth with Dordon to <u>avoid their coalescence.</u> ’ This is now para 67 and has been amended to better accord with the Local Plan approach to development in the strategic gap.	Y
	WSP has fundamental concerns with draft Policy 6 which are underpinned by a clear lack of understanding of national planning policy and guidance and the absence of a robust evidence base which results in a confused approach and a lack of clarity as to what the policy criteria are trying to achieve.	The NPWG are aware that a new conservation officer is now at NWBC and the information previously provided on the proposed list of non designated heritage assets in the DNP is being reassessed. The wording in the submission DNP has reverted to identifying them for nomination subject to further assessment by NWBC. Policy 6 has been reworded to ensure consistency with the NPPF.	Y
	Spurious link in Community Aspiration 5 between recognition for the lanes and protection for the Holloway situated 250 metres to the west of Manor House Farm which is therefore set well away from the so-called former drovers’ lanes.	This is a community aspiration in the appendix, it does not form part of a NP policy. Amendment to community aspiration 5 with ‘protection for’ removed and leaving ‘to seek appropriate recognition for’ in.	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>However, protection of the Hollow Way should not be inappropriately linked to recognition for Dunn's Lane, St Helena Road and Dordon Hall Lane.</p>	<p>Policy 6 (6) amended to specify a particular section of Dordon Hall Lane – and extra text added to clarify why drover's lanes are of value.</p> <p>The former drovers' lanes are narrow country lanes, the stretch of Dordon Hall Lane running from Manor House Farm Cottage to St Helena, and Dunn's Lane have a historic and rural landscape character being mainly single width carriageways which are sunken and with mature, high hedges in places. Where possible, proposals should demonstrate they have regard to this historic rural landscape character.</p> <p>A map has also been added to identify the stretch of drovers lanes that are described.</p>	
	<p>Draft Policy 6, part 5, of the v9a draft DNP and Community Aspiration 5 refers to the former drovers' lanes, however the draft policy lacks:</p> <p>Spatial definition (i.e. the lanes are long, and the policy does not identify which sections should be protected, and does not identify the specific location of the Holloway, which HER 8375 states is 250 metres west of Manor House Farm);</p> <p>A robust evidence base, character assessment, or even a detailed description, to support the assertion that they have a historic, rural character; and</p> <p>Clarity in terms of the objectives of the policy.</p>	<p>The drover's lanes have a distinctive historic and landscape character additional information has been provided in criteria 6 (6) to denote this and to provide more clarity.</p> <p>With regard to the location of the Holloway J Glossop's 1997 report "A Fieldwalking Survey on the Orchard Proposed Opencast Coal Site, Dordon Warwickshire (SK270 002)" produced by Leicester University Archaeological Services included maps that showed a single trackway servicing the medieval settlement 250m to the East of Manor House Cottage. This was also where the highest concentration of 12th to 15th century pottery was discovered. The HER entry has since been amended to say east and accept this was</p>	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
		<p>an admin error see record MWA8375.</p> <p>Wording of policy 6 (6) amended to specify which part of the drovers lanes are identified and a map provided to assist in this regard.</p>	
	<p>draft Policy 6, part 5 should be removed, or as an alternative, it should be amended to make explicit that it does not apply to the part of Dordon Hall Lane that runs between the Manor Farm Business Park access and the wider highway network via Spon Lane.</p>	<p>Amended to make clear does not apply to part of Dordon Hall Lane between Manor Farm Business Park and Spon Lane.</p>	Y
	<p>Draft Policy 12</p> <p>The policy fails to acknowledge the fact that larger, strategic-scale developments can make an extremely valuable contribution to the local economy and fails to cross refer to the WMSESS 2021, with only a passing reference to Local Plan Policy LP6.</p> <p>The restrictive nature of draft Policy 12 would not be conducive to sustainable development and would clearly undermine the strategic policies and key evidence base documents that underpin them, in particular Policy LP6, and the overall thrust of the Local Plan and NPPF.</p>	<p>Some amendment made please see response above for policy 12 and 4.</p>	Y
	<p>Draft Policy 14 must make reference within the policy wording to the fact that any requests and provision of developer contributions to mitigate impacts on local infrastructure must be in</p>	<p>NWBC does not have CIL but wording added 'in accordance with national regulations (s106 and CIL where applicable).'</p>	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	accordance with the CIL Regulations.		

Savills on behalf of Cathedral Agricultural Partnership

Section of the Plan	Comments	NPWG Comments	Amendments Made
Community Aspirations	Acknowledge that the community aspirations set out are important to the community. We support the wording included in this section which clearly states that the aspirations are not part of the Neighbourhood Plan.	Noted	
Key Principle	We object to the wording included at 2.b) which requires developers to “address issues of concern raised by local people” This should be amended to say “take account of concerns”. In some cases concerns raised by interested parties conflict which means that both sets of concerns cannot be addressed. Reference within the principle to the NWBCs Distinctiveness Design Guide 2021. This document is not an adopted SPD and has not been formally consulted on. It should therefore not be referred to this way in the Plan and given no weight.	Accepted and amendment made Reference to document amended ‘useful references assist this assessment is in...’	Y Y
Policy 1a	Reference is made that consideration should be made of the scale, density, layout and design of development. It should be clearly referenced that this is not always possible at the outline application stage and clarity on what this means for H4 which is currently a former mine / agricultural field which is not the character that will be reflected in the future.	Wording added where it is adjoining the existing built up area	Y
	Map 2 shows that the purple sites are areas of good quality semi-improved grassland. It is not clear what the significance of this designation is and how it	This map shows the range of priority habitats – title of map amended to make this clear	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	needs to feed into the master planning process.		
Para 49	Reference is made to inclusion of trees in development sites. We consider that all application proposals related to existing and new trees should be the subject of an arboricultural assessment and a landscape strategy which should be used to inform discussions with stakeholders and appropriate information contained to support the application. The location for new trees will be informed by the site wide technical information and master planning process.	Info noted the NPWG accept there will need to be a site by site evaluation	
Para 49	Editing/revision error	amended	Y
Para 56	Appendix D We have concerns about the origin of this work, and request that the Parish Council clarify whether it has been undertaken by a qualified ecologist.	Para 51 explains who did the study. The NPWG has had the benefit of local knowledge and expertise of local residents. The policy recognises that site by site evaluation will be needed. The use of members of the NPWG (who are local residents with a high level of knowledge of the area) is reasonable for a neighbourhood plan and is considered proportionate in accordance with PPG para 040	
Para 57	Ref to environment bill needs updating	Amendment made	Y
Policy 2	It is not clear which mature trees and hedgerows are: "significant to the character of the Parish", or indeed how this defined. Clarification is required. Part 3 of policy requires mature trees and hedgerows to be retained. This policy goes beyond the requirements set out in the NPPF (para 131 and 180),	Policy wording 2 (3) amended to specify which hedgerows and where and 'where possible' added. Ref to trees removed from this criteria as acknowledge that TPO trees and those in Hollies would be protected anyway.	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	whereby only veteran and ancient trees are protected.		
Policy 4	We object to this policy as currently written as it does not make clear how these views were selected, what evidence was used or whether these views were identified by a qualified landscape assessor. To be justified they should be based on the findings of a chartered landscape consultant and views agreed with the Council's landscape officer.	Policy 4 has been amended 'sense of openness' removed and sense of place used instead in accordance with NWBCs Local Plan. The policy is not seeking to bar development but to ensure that these views are taken into account in the layout and orientation of development. Para 66 has clarified this and policy 4 (2) amended. The key views were identified by members of the NPWG and endorsed by the NPWG and the PC. This is stated in footnote 7 and has been added at para 66 as well. There is no additional criteria or evidence	Y
Para 89	This paragraph refers to informal routes (i.e. not Public Rights of Way (PRoW) or permissive routes) as being highly valued. Although this may be the case, many of these "informal" routes are not officially designated and it is at the landowner's discretion to allow public access.	This is accepted and understood by the NPWG. Now para 83 and 84 amended to refer only to ProW and Map 8 has been moved to the appendix	Y
Map 7	The importance of the "Coffin Trail" is emphasised in the document. However, the trail may need to be crossed by new footpaths, cycle routes and/or roads to ensure a coherent and properly connected development comes forward. This should be made clear in a footnote to the map 7.	Footnote added 'It is accepted that it may need to be intersected by roads and footpaths/cycleways' And its north south route added to the policy – it is the route that the community want protecting but it is accepted that the roue will need to be crossed.	Y
Policy 5	We disagree with weight given to informal routes. It is not appropriate to set out footpaths, and then make development fit around this. Current PRoW may require diversion to facilitate development and new footpaths	Wording of policy 5 amended – map 8 showing informal routes and proposed routes has been moved to appendix A and is a community aspiration. Wording now relates only to PRoW.	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	should be set out to best accommodate this.		
Policy 5e	Existing PRoW should only be protected where practicable. Current PRoW may require diversion to facilitate development.	5(1) wording added 'where practicable or divert them' and footnote added re section 257 of the TCPA 1990	Y
Policy 6	<p>We question where the evidence is for these being non-designated assets? In the last version of the Neighbourhood Plan, it was proposed for the assets to be non-designated. We request clarification of whether they are now non-designated or not. The NP should not seek to grant them this status by simply including the assets in a policy.</p> <p>The PPG is clear that proportionate, robust evidence should support the choices made and the approach taken during production of Neighbourhood Plans. It is therefore important that identification of non-designated heritage assets is appropriately evidence based. This is also reflected in the Historic Environment section of the PPG, which states that decisions to identify non designated heritage assets should be based on sound evidence. A Heritage Technical Note was submitted in respect of the previous regulation 14 representations, which highlighted a number of deficiencies in the evidence base used in respect of identifying non designated assets. We do not consider that at present the identification of non-designated heritage assets has been appropriately evidence based.</p>	<p>The NPWG are aware that a new conservation officer is now at NWBC and the information previously provided on the proposed list of non designated heritage assets in the DNP is being reassessed.</p> <p>The wording in the submission DNP has reverted to identifying them for nomination subject to further assessment by NWBC.</p>	Y
Policy 8	8 (1)All development proposals must demonstrate a high quality of design that will contribute positively to the character of the	All development should be of a high quality the planning system does not support poor quality development.	

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>Parish. In order to achieve this, new development proposals should demonstrate how they will comply with the Dordon Design Guidance and Code.</p> <p>This policy wording should be amended to include reference to requirements being made where possible, viable and practical only.</p> <p>8 2d) Consideration of scale, density and mass of development may be too much of a detailed matter to consider at the outline application stage. It should be clearly referenced that this is not always possible at the outline application stage, and may the level of detail that can only be considered at the reserved matters stage.</p> <p>The policy refers to requiring new development to comply with design principles in the Dordon Design Guidance and Code, and the Distinctiveness SPD. The SPD is yet to be published for consultation and there is a risk that conflicts may exist with the wording of these documents that are required to be considered. We therefore suggest that reference to the document should be removed, as it currently has no status.</p>	<p>Wording changed from 'nature of development' to 'nature of the application' wording already says 'in a proportionate way '</p> <p>Ref to Distinctiveness SPD has been removed. Ref to Design Code left in – it is a high level document that sets out a framework for good design in accordance with PPG para 016</p>	Y
	<p>A footnote to paragraph 150 references a plan is included at appendix A which proposes that an area of H4 would make a good site for a community “dell”. This land is not allocated for this purpose and may not be the most appropriate location for such a use. The land is in private ownership and although it may be a community aspiration, landowners have not agreed to the land’s future use as a “dell”. Unless the landowner agrees</p>	<p>The DNP has this as a community aspiration wording added at para 150 to make this clearer.</p>	Y

Section of the Plan	Comments	NPWG Comments	Amendments Made
	this requirement should be removed or it should be recognised that this will carry limited weight in application considerations.		
Map 12	Traffic congestion - questions status of the map.	This is based on local knowledge and is a widely acknowledged issue and of local concern.	
Appendix A	We acknowledge that the community aspirations set out are important to the community. We support the wording included in this section which clearly states that the aspirations are not part of the Neighbourhood Plan.	Noted	
Appendix B	We request clarification of whether the locations of these key views have been agreed with the Council's landscape officer. To become part of the development plan and influence future planning decisions such input is essential.	The status of the key views has been clarified para 66 – the policy approach in the DNP does not seek to bar all development in any event.	Y
Dordon Design Code	<p>We support the addition of section 1.4 of the Dordon Design Code. This makes it clear that the design studies are high level and illustrative, and no technical studies have been undertaken. It is also positive that recognition is made of site H4 including land in Polesworth as well as Dordon, and that the Neighbourhood Plan applies to Dordon only.</p> <p>We note that aside from this and an update to policy references, recognising that the Local Plan was adopted in September 2021, there have been few changes to the document. The following comments that were set out in representations submitted to the previous Regulation 14 consultation therefore still apply:</p>	<p>The Design Code was written by AECOM and covers the whole Parish. AECOM were sent the last set of responses and the Design Code was amended as far as they considered it to be necessary.</p>	Y

Barton Willmore (Santec) on behalf of IM Land and Church Commissioners for England

Section of the Plan	Comments	NPWG Comments	Amendments Made
Community Aspirations	Not a remit of a Neighbourhood plan to prepare a masterplan and design guide.	<p>PPG does not say that only a landowner or LPA can deliver a masterplan framework or design guide</p> <p>Para 008 says “<i>Design codes can be commissioned or prepared by either the local planning authority or developer, but are best prepared in partnership to secure agreed design outcomes and maintain viability, particularly across complex sites and phased and multi-developer schemes.</i> Para 008: “<i>Design codes can be applied to all development types including residential, commercial, mixed use, open space, landscape or public realm requirements. They can be adopted as a supplementary planning document, or appended to a Neighbourhood Plan,</i></p> <p>NPPF para 127 is clear that local communities have an important role to play ‘Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development,’ and para 129 ‘Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area,’ The Masterplan and Design Code have been prepared by AECOM as part of the technical support package for neighbourhood planning.</p>	

Section of the Plan	Comments	NPWG Comments	Amendments Made
		<p>The Master Plan is a community aspiration and is in the appendix, it is recognised as but one way forward.</p> <p>The Design Code covers the whole parish. The Design Code needs to remain part of the evidence base for the DNP as this work informs other policies.</p>	
Key Principle	<p>To the extent that the Neighbourhood Plan still seeks to incorporate these documents into its text, it is not in conformity with the adopted development plan for the purposes of basic condition 8(2)(e). There is also a parallel breach of 8(2)(a): NPPF 13 and 29, which both identify that a neighbourhood plan must support strategic policies and cannot promote less development or undermine them.</p>	<p>The PPG is clear that design codes and master plans can fall within the remit of neighbourhood planning. PPG 004 'Non-strategic policies are important for providing a clear indication of the types of development that will be allowed in an area, especially where they provide a hook for more detailed <u>local design guides, masterplans or codes.</u>'</p> <p>PPG Para 005 'Local design guides are prepared by local planning authorities <u>and neighbourhood planning</u> groups to set out the general design principles and standards that development proposals should follow in the area, building on policies in the development plan'</p> <p>The NPPF para 129 Para 129: "Design guides and codes can be prepared at an area-wide, <u>neighbourhood</u> or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop." (author's emphasis)</p> <p>The DNP does not seek to prevent the development of H4</p>	

Section of the Plan	Comments	NPWG Comments	Amendments Made
		<p>but to provide a framework for it. The masterplan is indicative and provided as supporting evidence. The DNP policies do not relate to a particular site but set a standard across the Parish. The DNP is clear throughout that it has to be in general conformity with the Local Plan.</p>	
	<p>Policy H4 makes clear that the because the Site is of a strategic scale, masterplanning and design exercises can only be landowner/developer led, with the Local Authority in conjunction. The local community are to be consulted, but they are expressly not to be the authors of the Masterplan and Design Code. The DPNPWG cannot seek to prepare design parameters for a strategic scale site meeting greater than local need, when there are potential implications of a multi-developer scheme, as noted by PPG. The draft DPNP, the Dordon Masterplan Framework and the Dordon Design Guidance and Code are not in accordance with the Local Plan.</p>	<p>The DNP does not seek to prevent the development of H4 but to provide a framework for it.</p> <p>The framework criteria are based on national and local policy and guidance with references cited. The DNP is clear that this was an indicative framework masterplan and it is in the appendix and does not form part of the DNP itself.</p> <p>Site H4 is an important consideration for the local community; there is nothing to prevent the local community producing and publishing their own preferred options for the site. It is accepted that the LP policy H4 indicates the Masterplan and Design Guide will be prepared by the landowners and approved by the LPA. However, engagement will no doubt take place with the local community. The PC considers that the production of the Master Plan and Design Guide (the latter covers the whole of the Parish) shows the local community's positive approach and desire to engage with representatives about the future of the site.</p> <p>The community aspiration recognises the status of the documents and that it is but one way forward. It is hoped that the document will be a useful tool in discussing the future of the site</p>	

Section of the Plan	Comments	NPWG Comments	Amendments Made
		with the landowners outside the neighbourhood plan process.	
	Unless two Neighbourhood Development Plans are brought forward simultaneously with corresponding policies covering their areas, an evidence base relating to land outside of the Dordon designated area is not valid and most importantly, the policy text and supporting text cannot seek to constrain the use and development of land outside the single designated neighbourhood area.	The DNP deals with many matters – it does not seek to control development on H4 but to provide parish level design and policies that reflect an understanding of the locality. It does not seek to develop land outside the parish.	
Para 49	Appendix E of the October 2021 draft DPNP referred to ways that development could enhance biodiversity, however this lacked technical reports on ecological matters. We did not consider it to be appropriate for the draft DPNP to suggest what is required at this point. Whilst this Appendix does not feature in the draft DPNP, Paragraph 59 within the preamble to Policy 2 refers to best practice measures, and includes a footnote link to this same document.	The NPWG do not see how reference to best practice with a web link is an issue. The reference is in the preamble but not in the policy itself.	
Para 49	<p>Paragraph 56 in the preamble to Policy 2 and Paragraph 1(e) of this Policy refer to Appendix D (Appendix F of the October 2021 draft DPNP) which is a resident's review of birds. As we stated previously, this cannot be relied on as part of the draft DPNP as it has not been undertaken by a qualified ecologist.</p> <p>Remove policy 2(1)e</p>	<p>Neighbourhood Plan evidence is required to be proportionate PPG para 040 <i>'there is no 'tick box' list of evidence required for neighbourhood planning. Proportionate, robust evidence should support the choices made and the approach taken.'</i></p> <p>The NP Group has had the benefit of local knowledge and expertise from a number of local residents. Appendix D is compiled by a local resident with a high skill level to provide an indication of the bird species</p>	

Section of the Plan	Comments	NPWG Comments	Amendments Made
		<p>in the parish to add to the understanding of the area. The wording acknowledges that future studies may be available but at the time of drafting the NP there were no other bird studies publicly available. The policy is clear that this is one feature that may be included as appropriate to the site and development proposed. The policy recognises that site by site evaluation will be needed.</p>	
<p>Policy 4 para 6</p>	<p>Paragraph 6 (previously Paragraph 5) requires development proposals to demonstrate how they are sympathetic to the landscape setting as set out in the 'Dordon Design Guidance and Code' whereas the previous version referred to the 'Dordon Parish Design Guide'.</p> <p>The Policy therefore still refers to the document produced by AECOM on behalf of the DPNPWG. As outlined above and in our previous representations, this is not an appropriate document to support decision-making at Site H4. This part of the policy breaches Basic Conditions (a) and (e). Moreover, the first sentence within Paragraph 6: "Quality and accessibility of the natural environment in Dordon Parish is highly valued by local residents" is general comment and does include a policy test.</p>	<p>The first sentence has been removed. The reference to the Design Guidance and Code has remained as this deals with the whole parish.</p>	<p>Y</p>
<p>Policy 5</p>	<p>The text preceding the policy still discusses highly valued walking routes and the community aspiration (linked to Appendix A) of providing walking and cycling routes.</p>	<p>Map 8 has been removed and added in the appendix for reference in the context of a community aspiration.</p>	<p>Y</p>

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>Appendix A includes Community Aspiration 3 (Enhancing the Public Right of Way Network) which continues to identify the desire to secure permissive routes, pedestrian routes and cycle route.</p> <p>Paragraph 1 of Policy 5 still supports proposals which are in accordance with Map 8. This map is an extract from the Dordon Masterplan Framework produced by AECOM, and as mentioned above, is not appropriate to be included in the DPNP and conflicts with Basic Conditions (a) and (e).</p>		
Policy 6	<p>As outlined in our previous response, these are not formally “non-designated heritage assets“ for the purposes of NPPF 203. Whilst the Parish Council have submitted applications to NWBC for the local listing of these sites, these designations are not currently in place. Therefore Paragraph 2, and the additional supporting Paragraph 3 are not accurate.</p> <p>As presently drafted the whole of Policy 6 is in breach of the basic conditions and should be deleted.</p> <p>It would be more appropriate to record the current position with the applications for local listing within supporting text.</p>	<p>The NPWG are aware that a new conservation officer is now at NWBC and the information previously provided on the proposed list of non designated heritage assets in the DNP is being reassessed.</p> <p>Policy 6 has been reworded to make it better align with the NPPF.</p>	Y
Policy 7	The policy is still predominantly supported by anecdotal evidence, which does not meet the requirements of PPG 41-040. Where the text is not	The DNP is providing locally specific information based on local knowledge. The community are concerned about the impact of major development on flood	

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>anecdotal, it unnecessarily duplicates national policy contrary to NPPF 16f and PPG 41-041. The whole policy is contrary to the approach in NPPF Chapter 14 and the PPG Chapter 7: Flood risk and coastal change.</p>	<p>risk and wanted a policy locally expressed in the DNP.</p>	
<p>Policy 8</p>	<p>The policy refers to the design code this document is not appropriate to support decision making for planning applications and therefore this part of the policy breaches the basic conditions for all the reasons cited above.</p> <p>Policy 8 a and e should be deleted</p>	<p>The role of the design code has been described above. The design code describes the built character of Dordon and sets out a code for good design in the Parish. It is written by professionals employed by AECOM who have the contract with Locality for providing technical support which includes writing Design Codes for neighbourhood plans. This is not site specific and provides local detail in accordance with the remit of neighbourhood planning.</p> <p>The NPPF para 13 states 'Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.'</p> <p>And at para 127 'Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development,'</p> <p>An important way of identifying the special qualities of an area is by providing locally specific analysis of design in Dordon and providing a design code for new development. This is within the remit of neighbourhood planning.</p>	
<p>Policy 9</p>	<p>The HNA is based principally on the need in Dordon and</p>	<p>The HNA was prepared by AECOM and is part of the</p>	<p>Y</p>

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>as the Site is of much greater than local significance, this assessment is too narrow a focus to derive a suitable basis of housing need. It is therefore considered to be significantly flawed and does not meet Basic Conditions (a), (d) and (e).</p> <p>Policy 9's Paragraph 1 should be deleted.</p>	<p>support package provide by Locality to support the production of neighbourhood plans. The HNA acknowledges that with the growth on H4 the needs of Dordon are wider – see para 17 – note this quote is included in the NP para 130 for clarity <i>Dordon is a relatively special case because the estimated delivery of new homes is extremely large in the context of the existing policy. As such, there is an imperative for the new homes to meet not only the needs of existing residents but also to cater to the wider needs of the incoming population (which can be represented by the findings of the SHMA).</i></p> <p>The approach to estimating the housing mix is heavily caveated but the exercise is useful at the local level in highlighting where there may be gaps in the housing stock. This analysis then needs to be balanced against other policy considerations.</p> <p>Policy 9(1) has been amended to reflect this added 'wider needs of the surrounding area'</p>	
Policy 13	<p>This section of the draft DPNP still contains anecdotal evidence about parking and traffic issues, especially in relation to Long Street and New Street. As we outlined previously, whilst it is acknowledged that there are existing issues, the NWLP (2021) requires the development of Site H4 to take into account off-site improvements to the local and strategic road network, with particular regard to Long Street and New Street. This strategic Policy is sufficient to address the issues. There is no</p>	<p>Traffic congestion is a major concern for the community and the NPWG consider this section critical in providing local detailed information that should inform future development. The NPWG prefer to keep this section in the main body of the DNP. The policy itself relates only to development along Long Street and New Street so it is directly related to development.</p>	

Section of the Plan	Comments	NPWG Comments	Amendments Made
	<p>requirement for a non-strategic policy on this issue. The anecdotal evidence presented in the DPNP does not add anything to Policy H4, and instead creates greater uncertainty, contrary to NPPF 16d and 16f and PPG 41-041.</p> <p>We maintain our position that Policy 13 is unclear and not required, and that it does not meet Basic Conditions (a) and (e).</p>		
Monitoring and Review	It is respectfully requested that the landowners and developers of Site H4 are also meaningfully engaged alongside the preparation of any revised Dordon Neighbourhood Plan in the future.	The NPWG welcome the opportunity to work with the landowners and developers. An early version of the masterplan was shared with landowners' representatives in February 2021. In May 2022 in a meeting of the LDF committee the NPWG were assured that workshops on the masterplan for H4 would take place in Autumn 2022 and the parish council and NPWG would be included.	
Appendix A	The inclusion of Community Aspirations within a section of the draft DPNP that is 'not subject to planning policies' is not permissible under basic condition 8(2)(a) and (d). does not comply with national policy and guidance on the preparation of Neighbourhood Plans. The drafting of Appendix A will require substantial modification before it can begin to comply with the basic conditions.	Appendix A is very important to the community – it is there that the aspiration for major development is set out. It is in Appendix A so that it can be read along with the DNP but it is accepted that it cannot be part of the DNP.	
Commentary on the AECOM studies		The NPWG are not at liberty to amend work undertaken by AECOM. They were undertaken	

Section of the Plan	Comments	NPWG Comments	Amendments Made
		<p>by professional landscape architects and urban designers.</p> <p>However comments relating to the legitimacy of the work were also raised at the first reg 14 consultation and AECOM have provided comment see below.</p>	

Ben Castell Director AECOM response to Barton Wilmore and Savills both acting on behalf of the landowners

I have reviewed the comments and counter them with reference to the National Planning Policy Framework (most important) and Planning Practice Guidance (supplementary).

I will focus on the comment that neighbourhood planning groups cannot produce masterplan frameworks and design guides

Starting with the **NPPF**:

- Paras 2 and 12 make clear that NPs are part of the development plan (Local Plan). [page 66 provides a definition: “*Development plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies*”].]
- Para 13: “*Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.*”
- Para 29: “*Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan*”
- Para 127: “*Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.*”
- Para 129: “*Design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop.*”

The PPG does not say that only a landowner or LPA can deliver a masterplan framework or design guide. Para 007 says “*Masterplans are most likely to be produced by local authorities or developers*”. Para 008 says “*Design codes can be commissioned or prepared by either the local planning authority or developer, but are best prepared in partnership to secure agreed design outcomes and maintain viability, particularly across complex sites and phased and multi-developer schemes.*”

PPG does include the following passages,

- Para 002: “*Planning policies can set out the design outcomes that development should pursue as well as the tools and processes that are expected to be used to embed good design. Appropriate policies can be included within:*
 - *a plan’s vision, objectives, and overarching strategic policies*
 - *non-strategic policies in local or neighbourhood plans*
 - *supplementary planning documents, such as local design guides, masterplans or design codes, which provide further detail on specific design matters”*
- Para 008: “*Design codes can be applied to all development types including residential, commercial, mixed use, open space, landscape or public realm requirements. They can be adopted as a supplementary planning document, or appended to a Neighbourhood Plan, Community Right to Build Order or Neighbourhood Development order.*”

Para 016 on tools for design quality: “Available tools include (but are not limited to):

- *National Design Guide*
- *National Model Design Code*
- *Local design guides and codes*
- *Design review*
- *Assessment frameworks*

These tools can be used by:

- *local planning authorities and neighbourhood planning groups, who may wish to include the use of specific tools in their plan policies as a means of promoting good design, to effectively engage communities and make robust and well-informed decisions on applications; and*
- *developers to help evolve and assess the design aspects of proposals, and for the purposes of community engagement.”*

Kerry Parr AECOM HNA

- The HNA focuses on the neighbourhood area and hence identifies a housing mix which is focused on localised needs. The HNA is careful to acknowledge that the strategic site serves wider Borough needs (acknowledged in para 3.7 in App 5). Paragraphs 14-18 in the HNA executive summary suggest how the local needs might be balanced with the wider strategic needs of the Borough. [This is quoted in the NP para 134 of the pre submission NP, that ‘Dordon is a relatively special case because the estimated delivery of new homes is extremely large in the context of the existing policy. As such, there is an imperative for the new homes to meet not only the needs of existing residents but also to cater to the wider needs of the incoming population (which can be represented by the findings of the SHMA).]
- The approach to estimating the housing mix is heavily caveated but the exercise is useful at the local level in highlighting where there may be gaps in the housing stock. This analysis then needs to be balanced against other policy considerations.
- The HNA evidence and the developer’s Housing Mix Technical Note are not incompatible, rather their geographical focus is different.

DORDON Neighbourhood Plan

Initial public consultation - Saturday 18th January 2020

1

Background

- Members of the public were asked to comment using post-it notes under eight broad headings:
 1. Recreation and Leisure
 2. Future Development
 3. Traffic and Parking
 4. Wildlife
 5. Heritage
 6. Health and Education
 7. Community Services and Facilities
 8. Other (miscellaneous comments not covered by the above topics)
- Dordon Parish maps were on display for reference
- The results were collated as follows:

2

The number of comments can be used to indicate how high a priority might be assigned to each topic *(just for this initial consultation)*

Topic	# of comments
Traffic and Parking	14
Future Development	10
Wildlife	8
Recreation and Leisure	8
Community Services and Facilities	7
Heritage	5
Health and Education	6
Other	0

↑
Priority?

3

Some themes began to emerge

- Traffic through the village ("traffic & parking unbelievable")
- Infrastructure & access before new housing ("Roads before houses! ")
- Woodlands areas are important ("Save the oak trees ")
- Cycleways and footpaths are needed to link areas ("linking Polesworth with Dordon & wildlife areas")
- Groups working together for the community ("an opportunity to meet & discuss the village ")
- Older and younger groups helping each other ("to give younger villagers a feeling of community")

The detailed lists of comments follows

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Traffic and Parking

Comments

- Long St & New St traffic & parking unbelievable
- Parking in New St & Long St on pavements causing problems for push chairs & wheelchairs
- New St & Long St one-way system
- One-way roads out of Dordon via New St & into Dordon via Long St
- No rubbish bin emptying in New St & Long St during morning/evening rush hours (07:00-09:00, 16:00-18:00)
- Please sort out traffic issues in village before we accept any new houses
- One way system New St & Long St. Something has to be done.
- Better public transport needed to stop people having to use cars
- Introduce one-way system for New St & Long St
- Help with parking problems on Long St. No 14ft.
- Can't get through Long St. Traffic on yellow lines.
- Better school parking
- One way system is the only sensible way forward to help all residents.
- From the island at the bottom of Long St on the A5 to Green Ln is a bottleneck. Further building of homes = extra traffic. Why not have bought the 2 pubs & waste yard by the Grendon Island & use the large grass verge to join up the dual carriageway?

5

Future Development

Comments

- We do not need any more! No infrastructure
- How are you supposed to access the pit (disused) area with the access points off Long St & Church Rd both designated for house building?
- Only small scale developments to retain the village feeling
- Village cannot accommodate more development, roads are not suitable. Need to keep the village identity.
- No room for new infrastructure in village
- Design of houses (need quality/variety/beauty); Density (don't squeeze in); Infrastructure (roads/access); Context (Long St / Grendon Build / A5)
- No building in meaningful gaps
- Future development as little impact as possible
- Roads before houses! Traffic caused by 300+ houses is terrible.
- Infrastructure before building houses

6

Wildlife

Comments
Preserve woodland areas
Save the trees
Try to get WWF interested in our ancient woodlands to preserve our countryside
Save the oak trees on the line from the Jaw Bones down to St. Helen's
Development does not impact wildlife
Save our green spaces & wildlife
Less plastic
Eco-friendly materials

7

Recreation & Leisure

Comments
More marked circular footpaths - 2km, 6km & 10km linking Polesworth with Dordon & wildlife areas
New playing fields & allotments west of Dordon
Sponsor more clubs - football, basketball & cricket - recruit volunteers
A swimming pool & leisure centre
Walk the coffin trail to Polesworth
More cycle ways & access for dog walkers - more green spaces
5-a-side turf pitch for football
Create link cycle & footpath & parking area behind Leng St (Church Lane) so 'old' village can add visitors

8

Community Services and Facilities

Comments
New facility for Birch Coppice Club
More variety of shops, and not so many takeaways
New allotments & CISWD playing fields north of A5 & West of Dordon
Birch Coppice sports & social new club
Community services already supplied doing a troljan job but could possibly get together to improve their reach in the community
Improve community facilities
Birch Coppice sports & social new club

9

Heritage

Comments
Preserve as much as possible
Members of the village having an opportunity to meet & discuss the village as it was and to be able to give younger villagers a feeling of community as they had
Greater protection for heritage designated assets - Dordon Hall, etc.
Highlight heritage assets - amend for purpose, do not demolish
Brown signposts showing heritage sites & site of former mine/pit

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Health & Education

Comments
Not enough school places for numbers proposed - and evening classes
Bringing together the older & younger communities, i.e. Older to have an input perhaps at schools, younger to have access to OAP groups & homes
Perhaps more surgeries so that GPs are not inundated with patients who could be dealt with at a minor level
We need a new doctors surgery or at the very least more doctors
The more traffic we have, the more our children's health will be affected

11

Some practical lessons for future public consultations

- The "Other" topic was not necessary
- The maps were useful as visual aids but not used for post-its
- There is some overlap in comments between the 7 main topics - and some duplicates under two headings - but there are some major themes emerging, which may change overall priorities
- A lot of suggestions, as well as complaints
- We need many more sessions & comments to avoid single issues drowning out larger concerns - they could be targeted at specific interest groups - landowners, heritage groups, businesses, parent groups, etc.
- Think about next steps (how do we translate the comments into points in the plan?)

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May 2021

Dordon Parish Neighbourhood Plan Household (online) Survey

Q1 - How old are you?

#	Answer		Count
1	40-49		26 (29.89%)
2	30-39		21 (24.14%)
3	50-59		20 (22.99%)
4	60-69		12 (13.79%)
5	20-29		4 (4.6%)
6	70-79		4 (4.6%)

Q2 - What is your ethnic group?

#	Answer		Count
1	White		85 (97.7%)
2	Mixed/Multiple ethnic groups		2 (2.3%)

Q3 - Do you think that the area has improved or got worse over the last two years?

#	Answer		Count
1	The area has got worse		45 (51.72%)
2	The area has not changed much		18 (20.69%)
3	The area has got better		14 (16.09%)
4	Uncertain		7 (8.05%)
5	Don't know		3 (3.45%)

Area has improved or got worse over the last two years in what way?

Traffic and litter. Also the trees cut down in the woods.

Thefts have increased, traffic noise and pollution, doctors are over run, dog excrement problems, not enough poo bins, litter and lack of community events

To many ppl comin from all over wanting to live an work here with no school/roads/doctors etc changing but just banging houses up left right an centre 🙄🙄

Too much traffic coming through the village. Too many warehouses being built in the supposed 'meaningful gap'

Traffic along A5 has got heavier and causing noise and air pollution

Doctors surgery is struggling to keep pace with demand with shortage of staff - and COVID has diverted their attention away from caring for the very elderly , vulnerable , housebound and those with special needs
Litter drugs and ASB is a problem

Open spaces have become less accessible eg the Church has cut off entry onto the grassland and views at the back of their property via Long Street and Church Road

The village Hall as a venue for social activities and community hub has continued to decline [been going on for 10 yrs +] No signage for footpaths or cycle routes [both sides of A5] and no promotion of health and well being

Leisure centre shared with Polesworth is a disgrace

Fishing facilities including car parking with access path from Boulters lane appears to be defunct - why is that ? no fish ? no clubs

- lot of expense and investment gone to waste

Football ground - kit wood recreation - needs restoration as 5 a side with investment in people willing to support clubs for locals [there used to be 3- 5 football teams !

Shared access to School playing fields and request for entry points from Birchwood Ave and Kitwood Rec onto footpaths to Birch moor

More littering, more traffic, more car noise 24/7.

There is a steady influx of transient workers as a result of the ever expanding business parks, this has led to increased traffic, nowhere to park safely or legally on the streets in Dordon. There are more HMO's which further add to this. The level common decency and respect has dropped with loud music being heard daily from a number of properties and you don't have to walk far to get a regular whiff of people smoking cannabis this coupled with the amount of litter and dog mess all over the place. We have some great play areas for younger children but quite often these are taken over by children of high-school age drinking, smoking and swearing. It really has got worse.

It lacks infrastructure. The roads are clogged. The schools are at capacity and very little police presence, it is becoming almost lawless. Anti social driving and the youth are becoming increasingly antisocial

Too many warehouses are being built. And although it creates more jobs it also brings traffic pollution and noise pollution also destroys the green belt surrounding dordon. All houses are being sold for multiple occupancy for workers to stay in during their working days less chance for young families.

The road network locally is unsuitable for the level of building development that has already taken place, large areas of green belt are lost or will be lost. Lack of planned community activity, lack of entertainment venues with outdoor areas

Problems with youths hanging around as they have nothing else to do. Mess, litter etc

Too much traffic

Crime increased, drugs increased, roads busier than ever, not enough parking on long street. Poor parking creates traffic problems especially to and from A5. Poor parking by schools.

Schools are nearly full. The ever expanding industrial site eating up green space and increases noise and heavy goods traffic.

Things that have improved- development of dordon club. Efforts made by the community groups have also been great really encouraging a sense of community in the ever expanding village.

Too much heavy goods vehicles

Traffic has become more of a problem area is still the same

More people and building with no more space for them or doctors and building in or countryside that is disgusting and the litter and dog mess is getting worse

Yes - it's more racially diverse. New co-op is great.

No - more dogs that owners are not cleaning up after. Traffic getting worse especially parking on Long Street.

Too much traffic on roads, parking, large vehicles, litter, car theft break ins, no police presence

It's got worse because it's full of take away food...

We used to have a butchers..laundrette..a club and pub to socialise..hardware shop..fruit n veg shop..we have none of these now..There's talk about obesity I wonder why..

There's also talk of hundreds more houses..I hope the drs..chemist..schools and roads will be altered to accommodate the many people and vehicles this will accrue...as getting onto the a5 now is a total nightmare as it is now...

More traffic and housing. Roads cannot cope with amount of traffic - need a one way system

Pubs have closed, not enough social places to go, more car thefts and crime

Yes - more employment in the area and more to do as a community.

No- Fly tipping on the increase. No late bus services. Would like to see a reduction on household bills for pensioners and single women.

There is more crime in the area. I am no longer comfortable leaving my door to the garden open in the Summer. I recently had to buy a home alarm system because I was so scared about break-ins that I couldn't sleep without one installed.

You hear of more crime now, with cars/vans and sheds been broken into. Long street traffic and parking is just a nightmare. The smell of weed is also more prevalent.

Less green space

Longstreet is an absolute nightmare with extra parked cars and traffic it's now the most stressful road in Tamworth. One way system is needed but falls on deaf ears.

Litter is worse than it has ever been in the history of Dordon and crime has risen too.

Too much fast traffic going through village - litter everywhere

Yes gradually improving the new co op has improved the area.

General rubbish and dog mess on the streets.

Traffic along long street and new street increased.

Th traffic through he village, has increased massively,

The area has improved slightly BUT inly due to the activities group, the pandemic has brought out kindness not seen before. Nine of this is due to the powers that be!!!

DORDON IS SO FULL OF WAREHOUSES, MOST OF WHICH ARE EMPRY, IT IS VERY DIFFICUKT TO GET OUT OF VILLAGE AND THIS IS GOING TO GET WORSE, MUCH MUCH WORSE, DUE TO BUILDING IF MORE WAREHOUSES AND RESIDENTIAL HOUSES. NINE OF THE "FACILITIES" WILL NOT COPE.

Drugs have become the norm , I have lived here all my life and been in my house 45 years,and the things we see now is awful. The country side is beautiful all around us what will happen when all the building work starts our village will be destroyed.

Long street park is cleaner and well maintained. The roads in the village are tidier. The new cooperative is much better and is busier.

It has become to industrialised with to many new industrial developments. This is also the case with residential developments. The two are turning our village into an industrialised town without the infrastructure or facilities to facilitate this.

We need to try and keep as much green space within and around the village and not allow developers to build sub standard housing making them even richer and inturn choking the village.

More litter, lots more cars. more litter in the fields more dog walkers (who are fine as long as dog under control they take beer cans with them).

All the units on A5 lost village atmosphere no local pub

New development on Dunn's Lane tasteful and better than previous wasteland

The view and the countryside has been spoilt by the amount of lorries and traffic going to the birch coppice estate. It brings a lot of traffic, litter and noise pollution.

Building too many new houses which means there is too much traffic especially at school times. I live by both primary schools and the high school. So at school times I struggle to even get off my drive let alone get to work.

Aswell it's a nightmare trying to get into the doctors with the amount of new patients they have had to take on. People's health is being put to the back because they can't cope

We are a good community with good people who look out for other. The dordon activities group is doing great work especially with restrictions and making our children happy.

The only change I see is a lot more people not respecting the space we have by fly tipping. Anti-social behaviour, we need a new build & infrastructure..

Crime has got worse and nothing for teenagers to do or go to

Traffic

Anti social behaviour and drug dealing/taking (in broad day lights and late at night) Car theft, doors being tried, no lighting on in an evening. Houses and gardens being broken into. Littering on car parks and green spaces. Residents leaving items outside their property boundary for months in end, fridges, plastic chairs etc.

Drug dealing openly on parks and open ground. Boy racers driving like total idiots. Littering after meeting up for a get together for a smoke (weed & gas).

Having only lived her 18 months uncertain. However have seen an increase to crime with damage and break in to vehicles. Especially in areas where terrace houses dont have onsite property parking.

There is more of a community spirit in Dordon over the past few years. However traffic has got worse coming through Dordon.qw

In a bad way Additional traffic, additional rubbish on the street, perceived more theft

In a good way a lot of Community Engagement despite Covid

Parks are maintained and the area looks clean and tidy

Crime and police presence has increased within Dordon over the last 2 years, I see reports on a daily basis of someone's car being stolen or being woken up to police and ambulance lights outside every other night. The only 2 roads in and out of the village are now absolutely ridiculous for all of the local residents to use on a daily basis, they were bad before but have recently with the new developments at Polesworth become worse due to the extra cars trying to get onto the A5!

Too many rented houses with no apparent landlord control. More thefts and crime.

More road traffic due to the industrial estate

Increased traffic.

Poor road layout with small island at the bottom of long street with 2 lanes merging onto A5 wailing street island. Excess of speed limit.

Increase in litter and car crime.

Not enough social activities for high school children.

Doctors surgery does not seem to be able to cope with the increase in population already

need to keep things clean and in order

Better park area,
More development

to much traffic and to many new builds!! people being declined to extend property and being forced to move

Too many cars, parking, parking, parking, problems! I thought yellow lines were there for a reason. Lack of enforcement by Police with support of NWBC

Traffic through the village and the constant problems on the A5 with the volumes and traffic speed, need speed camera's on the A5 Watling street and the state of the village, drains, rubbish on the streets and dog mess
Still waiting for road improvements. It's a nightmare trying to get on A5 from long street. If you use the lanes you run the risk of being hit by speeding cars and rubbish in the passing places .plus joining b 5000 near railway bridge is a gamble .

I feel the parish has become more involved with the community and more seems to be happening to bring the community together however more needs to be done to stop housing being built destroying our green land, wild life and our small community, more policing around the area due to thefts increasing. I have lived in this village all of my life and while I understand more houses are needed this is our village and we need to make a stand against councils being paid off to allow building to go ahead which is destroying our beautiful land and views around us!

Employment. Schools have improved due to academy take over. And parks have improved

Q4 - In 20 years' time Dordon will have retained its village identity...

The following is the Vision for the Dordon Neighbourhood Pla. - Do you agree or disagree with it:

In 20 years' time Dordon will have retained its village identity and its heritage will have been preserved. Expansion to the west will have been very limited and new development to the east of Dordon village will be integrated with the existing built up area.

Dordon will be enhanced due to the provision of a range of community facilities and near major employment areas. It will have a network of walking and cycling routes that connect to high quality parks, open spaces and woodland and easy access to the surrounding countryside. Dordon will be an attractive, friendly, healthy, green place to live.

#	Answer		Count
1	Agree		63 (72.41%)
2	Disagree		24 (27.59%)

Q4a - Is there anything else you think the vision should cover?

Infrastructure.

Dordon will just be linked fully to Atherstone and Tamworth in each direction

yes it should address the carbon reduction and climate change agenda - this is not just about footpaths and cycle routes - its about design of housing , parking [only one car per home] provision of cycle routes , EV charging and no connection to gas - use of alternative heat sources .

Traffic congestion , transport

Rationalisation of public estate - scope for integrating new leisure centre provision with GP surgery , schools , library and village hall to reduce carbon footprint , enable service integration / holistic approach to health and well being as well as significant cost reduction vis overhead .

Pubs , food and entertainment - mostly gone , demolished or privatised access

Employment - offering skills training , reaching out from employment areas

Focus on improving infrastructure [social and physical] to reduce litter and dog poo

Street and park furniture where people including youngsters can relax and socialist

Plenty of bins neighborhood watch areas. Another primary school a local pub would be good aswell. And a decent convenience store will definitely be needed also the amount of houses need to be capped.

Interested to know where these "green spaces" will actually be. With the influx of new housing and people I fail to see how the village will retain its status.

I live on long street the noise of lorries and cars and the "Sunday bike riders" is getting worse.

The speed bump by the pet shop accentuates the noise as lorries pass over it, it sounds like a car crash.

I've not slept properly since it was put in place.

Please address the parking and traffic issue and stop noisy motor bikes gathering in gangs and riding around the village in loud anti social manner.

Please also stop youths gathering late at night in the woods and lighting fires.

Wildlife protection.

There needs to be something about the local road system, Long Street and New Street needs fixing.

The main reason to disagree is the vision of so many houses being built so open spaces and woodlands will be gone as well as the infrastructure will not cope.

The village identity will absolutely be lost with new development there is not infrastructure in place in terms of schools, safe spaces, transport links. I do not see how the area will be developed and improved with any of these developments

Schools

Health care

Road infrastructure

No more housing with out proper infrastructure

Do not build!!! Roads schools shops doctors can not cope now never mind all the new buildings going up and the more people around we love are village plz keep it as a village

Retention of the green spaces.

Something should also be said about traffic.

Schools, doctors, roads

Deal with the traffic!!

Leisure facilities.Its annoying that all that's been built on a large scale are the industrial units on Birch Coppice and Core42 for businesses but nothing for sport or leisure.A large sports and leisure complex would be nice rather than having to go to Tamworth

There needs to be better provision for GP access, whether that is an additional surgery or the current one employing many more doctors. The schools also need looking at to ensure the best quality teaching is available and they can cope with the amount of children needing places.

If more houses are to be built we need a bigger drs surgery and another primary school.

Parking spaces on long street

Increased on the beat police presence

Green spaces and heritage need to be protected and appreciated This is a nice place to live and we must try to keep it that way

Protection of the meaningful gap

Improvement to roads particularly long street
Passing points
Parking enforcement
Traffic calming
One way traffic

Facilities for the young, youth clubs, parks which are left to "rot", better entrance and exit into village (maybe making one way system, upon road down other - long street and new street) better facilities for the elderly, better lighting to make it safer for locals. NO MORE WAREHOUSES. further education for locals to enable them to look for work other than warehouse work, this is very depressive work which workers suffer depression, giving further education could help. Night schools for people that cant go in day. Use village hall for this and other events - bingo, dominoes, darts etc there is no club facilities available - unless they make as only makes can get into the only club in village

Start a credit union, formed by locals - run by locals to help deal with poverty start a neighbourhood watch scheme again run by locals apply for funding for CCTV on local roads to cut down in the drugs being dealt in areas more policing to deter the little scroats that deal and cause problems, force them out of village by giving locals an anonymous phone number where they can inform in dealers etc

Provisions for ecology, such as areas planted for insects and wildlife. Verges could be covered in native wild flowers. Have "rewilding" margins around existing Dordon woods, Bluebell Woods/The Hollies and the Spinney.

The area could have a wildlife corridor linking up from The Anker all the way through to Baddesley & Bentley woods
I agree with most of the above statement but do not agree with any further major development in or around the village.

If further developments are to continue it should include the provision of a new high school which is large enough to allow all children to be able to eat dinner at a table not be left outside to stand and eat like animals. There should also be a new sports facility with a swimming pool for the existing and additional residents.

this vision sounds lovely.... however we will need vast improvements to our infrastructure roads parking etc... Green spaces are what is most important for us and our wildlife. I would like to keep our hundred year old oak trees (all of them). Our ancient wood land the owls and the woodpeckers we hear every day and night.

The outskirts of the village should retain their countryside feel. Large developments would ruin the peace and tranquility

The village should remain a village by ensuring minimal new proper developments

The protection of parks and green spaces by kitwood

No

A lot more green space to enjoy.

More things for kids to do

The Meaningful Gap should be preserved.

Traffic management through the village, not only is the road sometime impassable at Long Street between the A5 island and church road, but trying to pass by dordon surgery is difficult because of on road parking and the brow of the hill.

Perhaps the introduction of one way systems, or the marking of the bays to stop cars spreading and allow for maximum capacity to park reduce those that park on double yellow lines.

Maybe the use of lights by the surgery would help traffic flow over the brow of the hill.

To try and organise regular community meetings events.

Bring community and our values together. To hopefully combat crime by working together. Make Dordon a lovely/safe place to live. Make our roads and parks safer.

More police and them actually attending when called. The council maintaining trees and bushes better in all areas of the village. Cctv being in place or barriers in park car parks.

More police presence. And a better response when called.

More social side to the village such as pubs or restaurants

Community facilities to facilitate a range of ages from youth provision to oap activities. Better, more regular bus services into tamworth city centre, for easier access to other provisions.

Cycle hire availability from the local council in pooley park to help encourage physical health. Community family festivals within parks.

Dordon will be bigger than Coleshill, and bigger than Atherstone once the new houses are built therefore it needs a country park and access to a sports facility (Atherstone facility is closing)

The village will no longer have its own identity Dordon and surrounding villages will become one large mass of houses and shops that aren't needed in the area, there will be less green space than there already is, it is already surrounded by countryside, with a good network of cycling and walking routes which will now be taken over by bricks and tarmac. The facilities in the village more than cater for the needs of its residents who are only a short walk away from many other facilities anyway.

The vision should cover the road network to cope with all the extra traffic that has thus far been ignored entirely.

More green areas.

Closing of the alleys/jittys. Street lighting turned back on.

Any new developments/housing should include sufficient parking.

That Dordon should always be a village.

need more schooling and doctors and in general facilities for the residents

Dordons Green spaces already have a lot of rubbish collecting on them, its ok promising all this but who's cleaning it up

traffic, one way system down long street and crossings for the high school. priority should be the schools and childrens safety

Preservation of the countryside

Unfair to refer to it as a village now 😞

build a road bypass

No mention of schools or doctors both are at breaking point locals not able to get their children into selected schools and the doctors is a waste of time

This vision sounds lovely but I fear it will not happen more houses and industrial estates will be built around us and our little village will become as small town!

Better public transport. Opening of local train station (Polesworth but would also serve Dordon & possibilities to route to existing tracks on birch coppice business park)

Employment and affordable housing must be high on list. To keep a heritage it important people who understand the history and values can afford to own their own houses.

Q4b - Where do you feel the centre of the village should be?

Village Hall

Village hall

Bytge coop and library

slightly to the WEST of the new development , close to Long Street recreation ground or about where Birchmoor School is

It depends exactly how big it Will be for where it should be if you want to include existing dordon then most logically would be browns lane

By the Doctor surgery Better parking

Not sure, but it should be an area that attracts the community, one of the green spaces like Kitwood Ave park or the park at the Doctors would be good

The centre should be Brown Lane

Shops on browns Lane should be the centre.

Retained around browns lane area,

Dordon park

Browns Lane

Where it is now

The shops on browns lane

Long Street by Doctors

Around the shops area

There will never be a "center". Seems as soon as land becomes available, houses are built on it.

Kitwood park or long street park

Doesn't really matter

Kitwood park

The church

Village Hall

Where the stute club is

Long street

Village hall

Somewhere near to the common and long street. As the the new houses will be near there we should try to keep the village identity and stop the new houses becoming an us and them situation.

Long Street

Around the doctors / Dordon park

All or most activities could take place at the village hall - need to use it or the council will take it away meetings for local events can take place there,youth club could be there. Have basic cookery classes to help improve how residents eat, bring down obesity- teach the young mums so the kids get healthier. Need to set up a group that is self help for depression/anxiety, let it be run by people who deal with this, will help with suicidal thoughts, especially in young men. You cant give advice/feelings on this if you havent suffered from it. All our generations in the village need something like this maybe include a memorial er from the local crisis team - but inky to keep on track,not to take part

Long street open area or as us locals call it The Tip.

Browns Lane.

If the village is to grow as per the existing proposals I feel the centre of the village should be made to feel like an oasis. This may be a large woodland park or new lake possibly with shops and facilities spread around the area.

Either Dordon Common (blue bell woods) or the orchard site near Dordon woods.

I dont mind as long as we have one

where the shops are

Centre to bottom of Long Street

Near the village hall

Where the shops are

Dordon Park Field or Kitwood Field.

By the new Co-op

Where the shops are

At the back of Long Street Doctors

New co-op or Dordon School

Browns lane.. or maybe incorporate school's -Dordon primary, maybe make use of facilities.

Why?

Don't know

Near to browns lane where there are already shops

Shops on new street, including park next to dordon surgery.

It should remain where it is, browns lane area, shops, village hall and church all in close proximity.

By the Common

Village hall

The centre of the village should remain as it always has done on browns Lane.

Browns lane

Village Hall.

Long street near to doctors surgery

by dordon little school

Brown lanes shops

shops

Browns lane shops

Browns Lane

Any where with parking

Browns Lane and long street

Near the doctors/ browns lane

Village hall should be a more inviting and central place with more activities and maybe some work done in the grounds and interior.

Kitwood park or long street park. With hubs at village & church halls.

Employment. Welcoming area where families can buy homes

Q4c - What do you feel should be provided in this area (shops, leisure etc.)

Shops, community activities.

Bigger gym

Dentist, fresh foods,

Pubs need re opening for community spirit/ school an doctors sneed expanding for every man an his dog that turn up

See comment under 4 s about rationalisation of public estate

Hub should be based around location of new leisure centre shared with Polesworth

community Pub cafe/restaurant - which is disability friendly

There should be a good quality and sized convenience store. Also a pub would be beneficial. Make a bakers also would be nice.

Definitely more leisure facilities atherstone has a swimming baths/gym etc why can't we?

Anice cafe for meetings somewhere to sit quietly with a coffee or nice glass of wine. There's nothing like that in dordon. Yes there's the miner but no outdoor seating and not a comfortable place really.

Nothing too big, maybe an independant coffee shop/cafe, toilet facilities, something to draw people as a meeting and social space to be enjoyed by all. I'm not sure we should have a youth club but something that attracts all ages.

We do not want or need anything like a McDonalds

Improved shops, local business centre, leisure activities linked to the park, leisure, street food outlet, local market, farmers market

More info things for the teenagers (although I have no idea what?)

A real pub with garden.

Expansion of the park

facilities. A gym

Parking

Shops it's a village and should remain a village and have the necessary shops.

Butchers..hardware..fruit n veg shop..

Shops, leisure, green land

See 4a above (which was: There will never be a "center". Seems as soon as land becomes available, houses are built on it.)

Social club and leisure facilities

To me a Village Centre should be the heart of the village and contain shops, cafe's, doctors etc

A community centre with a cafe.

A family pub at birch coppice

More policing

A free to use cash machine, no local shops are missing in my opinion

Leisure, clubs for different age groups

Perhaps some shops, a pub or social meeting place and places like hairdressers a village centre Dordon does not have a centre to identify with.

Leisure centre

We need more social hangout/cafes. I'm now a home worker and would like the opportunity of grabbing lunch at a local Dordon

Café

Expansion Leisure area to include a nature area/ walk in old allotment area

We could do with a local cafe so people could have somewhere to meet and chat, this could be tiny the community with funding from council, lottery etc. We need some better shops, not one veg shop in village, too many takeaways How can you eat properly when provisions are low and take away too many

Open land

This may be a large woodland park or new lake possibly with shops and facilities spread around the area. I feel that any new schooling facilities should be separated from the proposed new village centre providing separation for children following them to enjoy their free time away from school

We will definitely need more shops maybe a doctors as Dordon surgery struggles to cope as it is. Gym swimming pool and leisure facility's a nice public house / restaurant. Duck pond. Everything that makes a village a village.

A pub leisure facilities improved infrastructure eg roads shops dog walks and green space top of my list

Facilities are fine although a village pub would be good

Post office, hall, bakery and convenience store

Fresh fruit and veg

shops Bakery shop

Locally sourced produce

Better outdoor play areas, some areas are a little dated and being ruined by older children.

Independent shops . Pub gym playground proper village Square!

More leisure and better shops

It would be good to see a Leisure centre with small local green shop. No more take away food.

Community groups revisited and youth groups explored.

I think some youth centres, someone younger kids can meet.

Maybe incorporate some well-being groups given the impact on mental health throughout covid pandemic.

village wardens/ pcso's

CCTV

A neighbourhood watch

All local amenities.

Bakery, gym or sports centre, hair dressers or salon, fruit and veg shop, restaurants or pubs, walking trails.

Local coffee shop with outdoor sitting. Benches and plants/ repathed area along the strip of shops.

Safe steps down from park (dordon surgery) to the walking fields below.

More variety of Shops, community events area.

Restaurant/family pub, Village pond and green Cricket pitches, Store selling local and fresh produce, clinic, day centre, dentist, chiropodist, chiropractor

A supermarket and a bank

More for children of all ages.

Increased social activities for all ages. No more takeaways.

Community hub.

more doctors and school access

Shops, green space

Meeting room for village use

mix of shops

Bakery, butchers traditional shops not lots of the same take aways

Cafe for people to stop off at

Maybe a heritage centre to showcase Dordon history (old photographs etc)

Less take away food

Any reasonable suggestions but no more take away's

More sit down restaurants

Less takeaways maybe a village pub like the one that was taken away to the highest bidder , youth club

Browns lanes shops need a complete renovation they are dated and Shabby really let the village down. The park is a lovely area perhaps more benches and a picnic area would be nice for kitwood park and dordon park. The tidy up scheme was really good and very important to show the younger generation how we pull together, definitely more of these types of activities please!

More social spaces especially older kids & young adults

Shops

4g pitches football and sport Floodlight sports area.

Social clubs.

It would be nice to have a lovely pub with a beer garden within dordon

Q4d - Your views are really important to the Parish Council. Is there anything else you would like to say about a proposed new village centre? Where do you feel it should be located?

Car park for long street residents

the walking and cycle connections between current old village heartland [ie Kitwood and coal board estate] and the new development must be improved . Access and interconnectivity is an essential requirement before any planning applications are approved [irrespective of where the centre is] The village is currently segregated into 2 halves split basically along LONG STREET and there are no formal access points between long street and the green space beyond . Developers should donate that sloping area below the LONG STREET recreation ground for communal use and access - part of the Section 106 agreement .

It needs easy access and parking also facilities for children to play. Outdoor space for families to sit and enjoy a meal.

We need something new built not use outdated old buildings that are damp and cold.

If you want to bring dordon up to date build something for dordon people before the newbies arrive in droves.

We need to bring back the village community spirit whatever or wherever this centre is to be it needs to be carefully thought through and probably needs establishing before there is any further influx of new houses

Transport network, convert long st & new st to one way to improve flow and increase safety

I feel a new village centre should be located in a new village some where. Instead of adding on to an already over crowded "village" so it is no longer a village. Build a new village because people enjoy living in a village and want to live in a village. It will no longer be a village center it will be a town!

Long Street by Doctors

No strong views

What do you mean by "village center"?There is no center to put it!

Kitwood park or long street park

Like I said. It really doesn't matter as long as it contains everything that everyone needs

Kitwood Park is forgotten by many. Mainly used for exercising dogs. The play equipment is outdated and the area is just un inviting, could do with some landscaping and seating. Even though its so close to both primary schools it is not used. Everyone goes to Dordon park The view is lovely across the field but with it being so open the wind blows a gail across there. I'm not sure if the playing field is used by any teams. If a drop in centre was set up with a cafe on the edge of the car park with maybe toilets and changing facilities maybe it would encourage people to use it more.

The church

Village Hall

By village hall

I like the idea of reclaiming the common and having the tree in a green in the middle perhaps with the pond restored next to it and hollies wood keeping the coffin trail next to this as well.

No more takeaways

N/a

Talk openly to the local people, be honest, have meetings to inform of any changes, inform of any funding available for anything that would improve village STOP BUILDINF WAREHOUSES. STOP BUILDING HOUSES. STOP BACK HANDERS TO GET PLANS THROUGH.

As above (which was: This may be a large woodland park or new lake possibly with shops and facilities spead around the area. I feel that any new schooling facilities should be separated from the proposed new village centre providing separation for children

fallowing them to enjoy there free time away from school)

Orchard site near Dordon Woods or Dordon Common.

Central to all

No

I feel that new houses being built will put a lot of pressure on schools, doctors, roads and it won't be good for people who have lived here for years.

I have lived in my house since I was 6 months old and I'm now 24 and I think that it is going to have a huge impact compared to what Dordon was like when I was growing up

Please keep Dordon as a village make it pretty and somewhere we are proud to live..

The field at the back and the side of the doctors surgery

It is a shame the development has to go ahead at all.

I feel a new village centre would be very welcomed, really bring the community together. I think Browns Lane probably a good location. As close to amenities as possible

? Browns Lane maybe

Where it can be accessed easily

Between Long Street Park and Hollies Wood

Keep the village hall as it is.

Wherever the centre ends up the traffic management needs to be taken into consideration. The access roads need to be considered as the current roads are too busy already.

Making new street one way has previously been suggested, it should be put in place.

Parking in and around the current shops is bad due to the houses on Long Street and New Street having no parking. Any new houses should only be allowed if they have enough parking for a family.

The new housing on Conemara Close doesn't have enough parking so cars end up parked/dumped on Gypsy Lane.

I think it should be at the village hall.

I feel the centre should be around Browns Lane, & the village hall,

It should show Dordon's heritage but also what Dordon is moving towards, maybe a sculpture or something to portray this, & somewhere people can meet up

The village hall

Next to the doctor's surgeries

The village centre should be for Dordon and the new development kept separate with a meaningful gap gone are the days when you knew everyone on the street

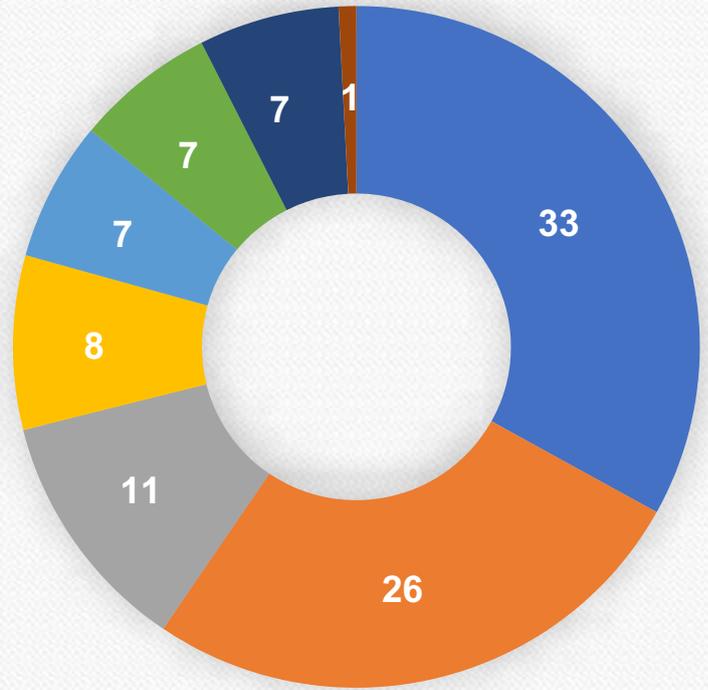
Personal preference is Long Street Park.

Not in Dordon. Maybe if the roads were improved before proposed development people may be less resistant. The roads in and out of Dordon are a joke and will only get worse if a new development is built.

What would this centre be planned for? Would this replace the village hall that is part of the heritage we are trying to preserve? Makes no sense to limit building to protect heritage and then lose a building which is part of that.

Q5 - Should the Neighbourhood Plan allocate land for any of the following business use?

- None of the these
- Food and
- restaurants
- Tourism businesses (hotels, camping etc.)
- Starter units
- Light industrial
- units
- Offices
- Other (specify)
- Factory



Q5 - Other suggested options

Other: NEW GREEN RECREATIONAL AREAS AND PUBLIC PLAZA in VILLAGE CENTRE

Other: Somewhere nice to eat, not fast food or curry houses

Other: Sports Facility

Other: Small affordable spaces for local independent small businesses.

Other: Not take away food but dine in family restaurant

Other: Police station

Other: Children's day nursery pre school

Q6 - Do you drive around Dordon? If so what do you think are the traffic issues and where?

Long street and new street are a nightmare at some times of day.

Long street and white house road

Double parking, speed,

Long st new st should be 1 way round

Parkin outside all school is a joke and down the jaw bones lanes is stupid

The parking down long street creates major blockages. Residents are inconsiderate, if they can't park directly outside of their own house they refuse to park in a dedicated, purpose built space/area. They just park in double yellows. People drive too fast when they get to the top of the village on long street

yes - long street and new street

Also Church Road because of on street parking .

St Leonards close has a parking problem for residents

I don't drive but my partner does and says long street and new street needs to be improved. Both streets are a nightmare for normal vehicles let alone emergency services. But pavements need to be made safe for pedestrians such as disabled people. And parents with pushchairs.

Absolutely horrendous on long street.

Parking on the curbs and the yellow lines. When the houses were built originally there was no cars so was built to suit the period. Now landlords rent out 3 rooms each occupant owns a car where do they park ?

Times have changed unfortunately the parking facilities have not causing mayhem.

Polesworth school parking is absolutely ridiculous parking on people s driveways double parking children running across the road. Buses blocking route, I witnessed an ambulance trying to find a path through blocked by idiots.

Long street congested at peak hours due to people parking on yellow lines and too much traffic in general

The A5 to and from the M42 is terrible at peak times and will only get worse with the ever expanding industrial estates.

The roads in and through the village just cannot cope with the volume of traffic. School times are the worse, Whitehouse Road and Dordon Road become impassable which pushes traffic to use Bardon View Road and Chaytor Road as a bypass option.

Roman Way has exploded since the opening of the new Coop, it seems a bit like a race track with cars leaving Roman Way and racing around the corner to the Coop. Neither of these areas are adequately Policed, how there haven't been serious incidents involving children and vehicles is a miracle. It's almost impossible to walk with a pushchair/wheelchair and stay on the pavement, there are so many cars illegally parked on pavements you have no choice but to walk in the road. Add another few hundred new houses into the mix and you can quite easily see this chaos getting further out of hand

All roads are congested and in poor condition. New Street, Long Street are terrible and parking is a huge problem made worse by the lack of police

Parking is a major issue with so many multiple occupancies so many houses have 3 or 4 cars now. also one way system would ease traffic round long street, new street and browns Lane.

Yes unfortunately

Narrow roads with illegal parking, no traffic measures or support from authority to manage illegal parking. Long St & NES At can't

handle current traffic levels. School drop off and collection times cause major bottle necks and delays

Long street absolute nightmare especially with people parking on the double yellow lines in the passing area at the bottom. The police know who it is, I just think they are scared of her, as she is a vile person. But the whole of long street on general is a nightmare. I live on the road & several times a day we hear arguing & horns bipping.

Long street and new street should be 1 way

Long street
Whitehouse
Road

Long street is a nightmare all the time certain people need there cars crushing

Long street is a major issue

Traffic is very bad the roads where here before all the cars so if more homes are going up the area will not cope

Long Street - lower end. Parking difficulties for residents. Illegal parking making it difficult to pass. Too many drivers impatient or unaware and not allowing others cars through.

Car parking at drop off and pick up time at local school. Disaster waiting to happen.

Long street. Too many parking bays and no gap to pull in can't see up the road enough. HGVs using long street.

No I don't drive but I'm a passenger and to get to the s5 is a total joke

Bottom of Long Street and all of New Street

Long street and new street are dreadful. People parking on double yellow lines. Blind spot by the old post office- have to commit

before you know what's coming the other way. A one way system is desperately needed. Takes ages to get in and out of village

A5/ Long St roundabout. Traffic blocking exit out of Long St even though it's very easy to see their forward travel along A5 east is blocked. Long St and New St should be trialled as one way. On Long St by the Park and Surgery, opportunity was lost when parking was improved in Derek Ave. The parking by the park/surgery should have been extended to take car parking off the Long Street . There is a sign at A5 end of Long St that say Unsuitable for HGV's. Why? It gets completely ignored. If its unsuitable, then HGV's should be prohibited. It concerns me that the bridge over the canal in Polesworth is able to take some of huge lorries that go over it. It wasn't designed for such heavy transport.

Birch coppice and Dordon island

Yes. Long Street and New Street are an absolute nightmare. The road needs to be made into a one way system. My husband suffers from depression and anxiety and will avoid these roads because they are too stressful for him. He will drive all the way round which takes him much longer.

Bottom of long street, browns lane and new street are a nightmare. There is not enough parking even with the co-op relocation, you can rarely get a spot outside the shops or down the 2 streets hence people parking illegally. Trying to drive in and out of the village is a game of cat n mouse. As more people move into the area it will only get worse with these 2 roads being the only exit points from the village onto the a5. Parked cars are regularly getting damaged due to the narrow streets and lack of give way points

New street and long street

Don't drive

Long street is by far the worst road to navigate in the whole of Tamworth. That road alone makes me consider moving from the area.

long street, Whitehouse Road, (where you turn To go into coop,)

Illegal parking on Long Street- cars parked on pavements. Fast heavy traffic along Whitehouse Road- problem parking and driving around schools

Long Street is a nightmare as is New Street. I have real fears for the country lanes around Dordon Hall Lane as the new houses will swamp them as rat runs and shot cuts. These beautiful lanes will not cope unless protected from traffic. Need traffic routes and restrictions to ensure they are not ruined.

Long street and the schools

Traffic is building up

Long st parking

New street

parking

One way system should be considered for both these roads

By schools- unacceptable dangerous parking consistently long street and New street - with increased traffic coming from polesworth and neighbouring villages due to new housing developments - make a one way system, enter village at Dordon island, exit village at other road. This would allow traffic to stream through, make passing spaces not a problem, as at present they park anywhere and cause major delays for other traffic when passing spaces used as parking. NY takeaways on browns lane, difficult to park at best of times, will be worse when shops, takeaways and pub reopen.

Street parking in Long Street and Whitehouse Road.

Long street has always been the same for over 40 years and will only get worse with more housing.

Parking enforcement along Long St; Cars are frequently parked on the double yellows between Church Rd and Watling Street at the passing point between the parking spaces. It's often difficult to get past.

If the new development means there will be a new access road into Polesworth, maybe a one way system could be used for access to Dordon from the A5?

No issues.

The major issues are as we all know Long Street and New Street parking.

A one way system should be considered for the above streets as parking seems to be getting worse with growing MHO properties within the area.

Also parking at the Polesworth High School as the school does not have enough spaces for staff and pupils meaning they park all over Dordon Road which causes chaos during school times especially when the busses arrive with nowhere to park as again the school does not have enough space for the busses provided meaning they also park up Dordon Road regularly blocking driveways

Oh my goodness traffic issues everywhere long street in particular, New street, White house Road towards the schools. A5 Dordon to Grendon and beyond.

Terrible long st and new st how there are not more accidents is a miracle and now the mini round about by the co op is a death trap as you cannot see clearly as co op blocks a safe view of road

there should be a one way up longst down browns lane thendown new st

Terrible

People still drive too fast despite the traffic calming measures

I think cars exceed the limit on main roads regardless of speed humps More restrictions should be considered to protect pedestrians and children

Long street is a nightmare with many cars parking on both sides of the road and on double yellow lines

The schools! Down Coppice drive/ birch wood avenue amd Dordon road. As stated before I struggle to get off my drive some times especially battle my way down my road to get to work. Parents just park blocking peoples drives amd then there's so many cars that it blocks the roads. I'm supposed there hasn't been some really bad accidents at school times to be honest.

Long street is always an issue along with outside the schools during term time drop offs and collections.

Roads are not built for heavy traffic need improving & parking is a issue in many parts of the village. Long street in particular..

Long street and new street are bad for vehicles to pass

Long Street, New Street and anywhere by Birchwood School at opening and closing times.

Please see question 3/4 (which was: Traffic management through the village, not only is the road sometime impassable al Long Street between the A5 island and church road, but trying to pass by dordon surgery is difficult because of on road parking and the brow of the hill.

Perhaps the introduction of one way systems, or the marking of the bays to stop cars spreading and allow for maximum capacity to park reduce those that park on double yellow lines.

Maybe the use of lights by the surgery would help traffic flow over the brow of the hill.)

Major issues on Dordon road, from high school to Birchwood primary. During peak times.

People need to be more considerate to pedestrians. Maybe double yellows incorporated on one side.

Congestion and parking is a big problem especially in long street

Parked Cars a nightmare

new street is dreadful, you can't get up or down them due to cars parked both sides and oncoming traffic. Long street is also horrendous.

It is hard to get out onto the A5 in a morning and at end of day from new street and long street, lights would be better. Parking by Islands all around the village is bad and people ignore the laws.

Long Street, New Street double parking.

Traffic issues along long street.

Long street, maybe make long street and new street into a one way system with lights to access onto the A5 safely

Traffic on long street and New street is diabolical and one way system should be allocated to these streets, these streets are dangerous in their present form. in fact should have been done many years ago.

The A5 through Dordon has been an issue for many years, single lane from Grendon to Dordon traffic island then feeds into duel carriage way... progress is then slowed by the addition of two sets of traffic lights for Birch coppice business park, neither of these lights are sensor operated causing stationary traffic even when nothing is exiting the business park.

East bound the problem is made worse by duel carriage way leading in to single lane traffic at Dordon traffic island causing bad traffic tailbacks daily.

Long Street is too busy. Parked cars cause terrible traffic jams and emergency vehicles struggle to get through. HGV lorries and construction site vehicles use it

The small country lanes are overcrowded with vehicles cutting through at speed

The A5 at Dordon island is often congested and is a bottle neck to get out of Long Street which can take some considerable time during rush hour

Long street and new street

Traffic issues as previously mentioned are long street and new street, there is no clear plan of how this will be alleviated! Residents of long street have now taken to parking wherever they like and there is chaos at most times of the day.

Long Street and New Street as people try to get into Dordon from the A5

Main issue is parents parking when taking/ collecting children from school.

A5 long street junction high speed high flow traffic near on impossible to get out

yes, parking is a nightmare, there would be trouble getting emergency services into some roads

Long St, & New St

Getting up and down them roads is a nightmare, Better gritting of roads in winter

awful by the high school and long street

New street and long street. It's awful, people from the area have a level of respect to wait for cars already travelling down these roads but you get people starting to travel and you both end up in a stand off with no where to go and cars behind you. Maybe make them one way, long street up and new street down. This is a massive issue especially in peak times

Long street and new street are really bad for parked cars

The parking issues parking on double yellow lines and on corners

Parking long street, ignoring double yellow lines causing major obstruction. 3 previous Police incident logs and a letter and additional report to NWBC but still the problem persists! Whitehouse Road and Dordon Road, obstruction of footpaths, double parking during school times.

All round the village many hot spots due to volume

Long street needs to be one way.

Long street obviously

As above . (which was: Still waiting for road improvements. It's a nightmare trying to get on A5 from long street. If you use the lanes you run the risk of being hit by speeding cars and rubbish in the passing places .plus joining b 5000 near railway bridge is a gamble)

Long street and new street need to be one way, long street is awful!!!!

I live on church road and there has been a significant increase in lorries driving down which I'm not sure how or why as the

lanes are single traffics abs are not made for arctic lorries this need a to stop immediately!

Long street to A5. & New street. Exit from new co op. Untreated Ice in winter at kitwood island & by village hall. Shortwoods might be easier if one way

See question 4 (which was: Not in Dordon. Maybe if the roads were improved before proposed development people may be less

resistant. The roads in and out of Dordon are a joke and will only get worse if a new development is built.)

New street is an issue due to parking other than that seems fine.

The main traffic I experience is outside the schools and living on long street the traffic from the a5 is constantly heavy

Q7 - Do you walk/cycle around Dordon?

#	Answer	Count
1	Yes	77 (88.51%)
2	No	10 (11.49%)

If so what do you think are the pedestrian/cyclist issues and where are they?

No cycle routes anywhere

Be nice to connect up to the Tamworth cycle paths

All good

Think the paths are quite good but dog fouling is awful.

Footpath to Birchmoor frequently overgrown - a County

Council issue Dog poo hotspots - NOT ENOUGH BINS

Very few people know where to cycle safely on traffic free paths down to Polesworth village or mountain bike trails at Pooley hall

- no cycle route signs / stiles /entrance - do not permit cycles to get easily to canal towpath from Dordon Hall lane . Current link Roads are not suitable or safe for cyclists - and A5 cycle path to Birch Coppice is too short - Peters out ! No decent footpath to Planters - an important leisure and cafe facility as well as garden centre

Neighbourhood plan needs to think South as well as North / East and West !

Alot of the paths are to narrow for both pedestrians and cyclists. Also the roads are to narrow and dangerous parking for safe cycling on the roads.

Longstreet you can't walk up to the park safely on the pet shop side. I've seen parents having to cross with pushchairs to get to the park because drivers are parked on the kerb.

Wheel chair users and electric scooters are prisoners in their own home because they can't get up long street.

Not enough bins for litter and dog waste.

Too many cars parked illegally on pavements, too much dog mess on pavements, parks and walkways. No suitable cycle routes and public footpaths inadequately marked

Walking around dordon is nice at the moment but will change with the new developments going on.

Mainly walk.

Cycling difficult with traffic issues already mentioned and lack of dedicated cycle ways

Dog mess, we have recently started cycling & it's awful especially down the alley behind where the ambulance station used to be.

Long street

Whitehouse

road

At the moment its great walking around the area but they is an issue with cars going through dordon to Polesworth but the walking around the fields are great fun and beautiful hope that it stays that way

Cars parked across paths new street, cars parked on paths all over because there's too many already. Don't need more.

Generally roads not built for cyclists.

Don't find any issues with walking.

Public footpaths overgrown and not looked after Also street lighting constantly failing in the alley ways

Cars parking on the pavements is a big problem. With the narrow roads and narrow footpaths on long street it makes it very difficult to walk around safely, accessibility for wheelchair users is sometimes none existent. Thats without the problems around the schools! I am aware this is not just a local issue but if more fines and a police presence this may deter it slightly.

Need expansion of the lakes at birch coppice

None

Cars parking half on off pavement, difficult with, bike, pushchair, wheel chair etc

The public footpaths are good and need linking up to enable walkers to get around the whole parish and see the countryside surrounding us. There could be cycle routes which join these to help access and exercise.

Cars are parked on pavements so difficult to walk especially around school drop off and collection times.

No cycle pathways

Consider widening existing pathways to incorporate pedestrian/ cyclist

Cyclists a pain as cycle 2+ abreast in roads. Need maybe a skate park and/or bmx park so kids can use that and not roads. Stop cars parking on pavements as people can struggle to get by. More waste bins around village, for litter and dog poo, not enough. The dog poo issue is absolutely appalling, peoplecare not picking up poo, people and kids are walking in it, pushing pushchairs and wheelchairs through it this needs to be tackled somehow. Not allowing the dog agility to use the park, this can cause problems for walkers, maybe let them use the village hall grass for a fee which then goes into the community group.

Pedestrian issues - vehicles parked on the footpath so people with prams, small children or wheelchair users have to go into a busy road.

Not really any

Cars parked on pavements as there is insufficient parking on properties.

a public footpath from browns lane behind kitwood ave to the park then down to the bidle path

As above people generally driving too fast

Yes I walk to the shops and to dance and the tags aren't too bad really

Other than people not picking up dog mess I dont think there is an issue.

Careless selfish driving makes it frightening to walk ride or cycle around the village theses days.. lots of cycle bridal path and the pedestrian only was much improved this village.

By all the schools

There are no cycling lanes.

Again traffic around Long Street is a issue

As a walker, residents have created drives on new street but their cars don't fit in so that over hang the footpath by most of it, cause you to need to walk in the road.

None really

Cycling routes or walking routes should have labelled trails

As mentioned drop down from park at dordon surgery to walking behind.

Crossing to access new coop

Cars parking on pavements cause issues for walkers in our area.

Some pedestrian routes PRW have not been maintained and are not easily useable like ones off A5 There are a lot of green walks which are used by myself on private land which have been accessible for years but will be built over Some drivers along the lanes drive too fast for the conditions and vision

There are none, I walk regularly around Dordon with my dogs and there have never been any issues.

Not enough signposted and adequate paths

Less dog mess on paths, more bins

Lots of dog mess seems to have got really bad lately

People parking totally on footpaths restricting pedestrians, parking on grassed areas causing damage and mess!

walk and only issue is house owners leaving waste bins in pathway as it's the norm, never used to be like this

The nicest places to walk are having houses built on them

Like a walk around the pools rear of core 42 . Luckily the footbridge helps .. could be some signage because if new to the area you would miss this great feature. Lets face it , there's little else .

Dog poo is a major issue on all foot paths around the area!

Dog poo.

When we have students leaving polesworth high school having to walk roads with no paths is dangerous ie hermatage lane

N/A

Q8 - Do you use the buses in Dordon?

#	Answer	Count
1	Yes	9 (10.34%)
2	No	78 (89.66%)

If so how often do you use them and for what purpose (work, shopping, visiting friends)?

No

Not very often only to go to the railway station or to drink in Tamworth etc.

They are too infrequent and do not offer enough destinations

I have occasionally used the bus but they are very unreliable. My daughter waited for the bus into Tamworth the other day, & it drove straight passed her & it wasn't even full. The service is shocking, I could get the bus to work from where I live but I just can rely on such a bad service.

Quite alot visiting shopping

N/A

Sometimes for shopping in Tamworth

Shopping and visiting family

2 week, going to bist relatives

Dont use

N/a

Yes shopping when we are able to

Occasionally to go to Atherstone for beers. When the pubs were open

All of the above: But too are very infrequent and unreliable.

Not at moment but would expect to as we age.

Work and shopping 4 to 5 times weekly

Q9 - Are there any routes that you walk, cycle or drive that are not as direct as you would like them to be?

No

Yes the links between Long street onto the Coffin trail and Hollies
Also route up to Dordon hall has no pavement - could be a lovely circular route but traffic a problem

No

No.

No

Delayed because of traffic using poor quality roads

No

None

No

At certain times I have walked from Dordon to Baddesley Ensor and back. Not an easy route considering there's no pavement on one side of the A5 from Dordon island to Grendon island. Very risky trying to cross a busy road.

No

No

No

Long Street is not a good road to Polesworth but the only other route are tiny country lanes or the B500 which is a long way round.

N/a

No

Not really

I'm not sure if this is the right place to add this comment but not footpath on the road between Birchmoor and the B5000

Dordon to Polesworth, Dordon to Baddesley Ensor

No

None

Nope I can get to most places I need to be.. just need to upgrade roads & stop patching them up.

No

No

I do not know many of the routes they should be more clear.

No

No

No

No

I love walking up the hill at the back of the industrial estate, but it's awkward to get into

no

No

Signposting to the woodland based walks and signs guiding you around the woods. Bluebell in particular. But also other side of the A5.

No

No

No all fine

Q10 - Do you think road safety for pedestrians and cyclists is a problem in Dordon?

#	Answer	Count
1	Yes	57 (65.52%)
2	No	30 (34.48%)

If so where?

- Long street where the play park and doctors are.
- By the schools and long st
- No evidence that road safety is of particular concern or many KSI incidents Speed monitoring data showed speed not a problem
Safety is a problem - Domestic violence , drugs and drug dealing
- Pretty much everywhere but mainly along long street browns lane and new street.
- Long street mainly
- Long Street, New Street, Church Road, Roman Way, Whitehouse Road, Coppice Drive, Birchwood Ave, Kitwood ave
- Generally the roads are getting busier and only one crossing on Long Street.
- Around all schools, browns lane, long st, new st and access ' egress to A5
- Kitwood avenue people treat it as a rally road
- Long street
- Whitehouse road
- Long street
- Long Street all the way down to Polesworth is a problem as there are too many houses being built in Polesworth and new street off the a5 should be one way
- Near local schools at peak times.
- Possibly for disabled people who use motorised scooters etc and cannot use pavements because of cars parked half on road and half on pavement
- No
- Bottom of long street
- Just long street that road is chaotic
- Long street
- Main roads
- Long Street with parking is dangerous as cars mount the pavement to squeeze through the narrow street made worse when cars park illegally. Some residents park on double yellow lines which makes it impossible for buses and fire engines to get past.
- Parking around the school area is very bad at school drop off and collection time.
- Cars parked on pavements that I've had to walk on the road. Cars driving fast through the village
- Long st / whitehouse road / Dordon road
- Around the 3 schools on the school run. They park on corners, pavements and grassed areas, block peoples drives, get abusive if you ask them to move all of this makes it dangerous when walking to pick up children Dordon primary us the worst, buses often stuck by these drivers
- Increase street lighting
- Long Street
- Long street is hard to cross if you're not by the crossing.
- yes
- See previous answers. Long street is the main culprit
- New street church road
- Again by the schools here is too much traffic and parents who are walking with their children are at risk because of all the cars either travelling or blocking their view to cross the road.

Only during school runs

The whole village needs to be looked at it use to be certain spots like long street & the jaw bones now I would say every where is affected as older people pass away or move on younger people move in with 2/3 cars it just life moving forward..

Long st and new st and the schools

Long street

Dordon road outside high school and Birchwood primary (accident waiting to happen) Also long street is a big issue.

Long street, new street and around the schools

Long Street and New street

Long street, new street are dangerous for cyclists and pedestrians crossing the road.

Whitehouse road and Dordon road by the schools are dangerous for children crossing the road due to no safe crossing area and bad car parking.

Long Street as cars mount the pavement when they have to squeeze through

The country lanes Dunn's Lane St Helena and Dordin Hall lane can be dangerous due to speeding vehicles and large HGV lorries

which use a lorry park in Dordon Hall Lane

Not pedestrians but cyclists due to the parked cars

At all the schools and also the new co-op

Near both birchwood and polesworth schools very dangerous as there is no patrol on the crossing Cars parked illegally and unsafe for pedestrians

Long st and New st

as before

Crossing over the A5 Watling street from Long street end by bus stop to Boulters lane for work purposes and Watling street residents houses

Parents parking badly at school time is very bad some days

No not really .

Long street whitehouse road & Dordon road especially.

Hermatage lane

Q11 - What should be done to help improve road safety?

Re route some of the through traffic away from the village.

Traffic lights, zebra crossing speed cameras

Solve the traffic flow that cuts through Dordon to get to the a5 (especially lorries). Solve the parking issue that then adds to the traffic flow problem

Better street lighting , use of LEDs

Traffic wardens. One way system

Stop kerb parking and Perhaps a crossing further down long street.

Illegally parked cars should be towed away. Long St and New St traffic flows need to be reviewed and made into one-way routes. Pinch points at school times needs Policing

Regular police presence and speed checks. Illegal parking needs to be stopped

As already mentioned make long st & new st one way. Island at end of new st on A5 ro further slow done traffic coming into and past the village. Island at village end of new street for same reason.

Proper speed bumps

Another access to A5.

Stop building more homes the more homes the more cars are its really upsetting alot of people the homes that are going up

Sort out amount of traffic in village

Make long street and new street one way streets. Provide more parking spaces on waste land.

One way New Street, Bridge Street

More signs to say where they are,

More police enforcement of existing laws

Introduce a one way system around new Street and Long Street
A road from Polesworth out of the village
Parking restrictions at school start / times Better access into high school Move entrance to Birchmoor road
Get a traffic controller or police car to sit at schools and give out tickets - only way people will learn Put bollards up around schools like ones put outside Birchmoor Primary. Stop them parking in grassed areas. Increase lighting
No parking in Long Street so cars are not parked on the footpath and there is room for lorries, buses and cyclists to use the road safely.
I have no idea
As already mentioned. Parking enforcement.
As above for Long St and New St
Cars not being parked on pavements
As stated previously
Speed bumps on kitwood
More better traffic calming measures, like better speed bumps
Pedestrian/ zebra crossings by the school.
Nor park zone so close to each of the schools to help ease the traffic and risk More road calming, better road infrastructure pedestrian crossings more cycle routes may be closed off a few areas to traffic..
More better parking areas
More police checks, CCTV, better provision for parking. Better drop off and collect provisions around the schools
See page 1 <i>(Which was: Traffic management through the village, not only is the road sometime impassable al Long Street between the A5 island and church road, but trying to pass by dordon surgery is difficult because of on road parking and the brow of the hill. Perhaps the introduction of one way systems, or the marking of the bays to stop cars spreading and allow for maximum capacity to park reduce those that park on double yellow lines. Maybe the use of lights by the surgery would help traffic flow over the brow of the hill.)</i>
Police presence during peak hours. School need to incorporate a drop off zone within school, maybe make car park available to students in sixth form
Perhaps one way systems put in place and proper crossing put in by schools
Fix the pot holes, make new street and long street a one way system. Come up with something to help get out the village into the A5 when traffics heavy. Speed cameras on A5 approaching Dordon village.light left in on the islands at night.
Cameras, more police presence one way system in some areas of the village.
On long street, the kerb should be lowered to allow residents to have driveway off road parking. This would prevent road users parking on the road and less traffic
Long street and New street need to be one way and then only allow parking on one side of the road. A pelican crossing near birchwood school would enable children cross safely and take action against the poor parking.
Reduce speed limits, and introduce a one way system with Long Street and New Street off the A5. Deter illegal parking in Long Street. Build a residents car park behind Long Street
Double yellow lines down long street or make it one way with new street being the entry to A5 and long street the entrance to dordon
Make new street and the a5 end of long street one way
More policing , mainly at school times
Pelican crossing, more double yellow lines and patrols to prevent parking congestion around schools at drop off and home times
one way system would help crossings

Road narrowing measures help to slow traffic.
Speed bumps don't! They damage cars and because you constantly slow down and speed up unnecessarily they are bad for the environment as it increases emissions!

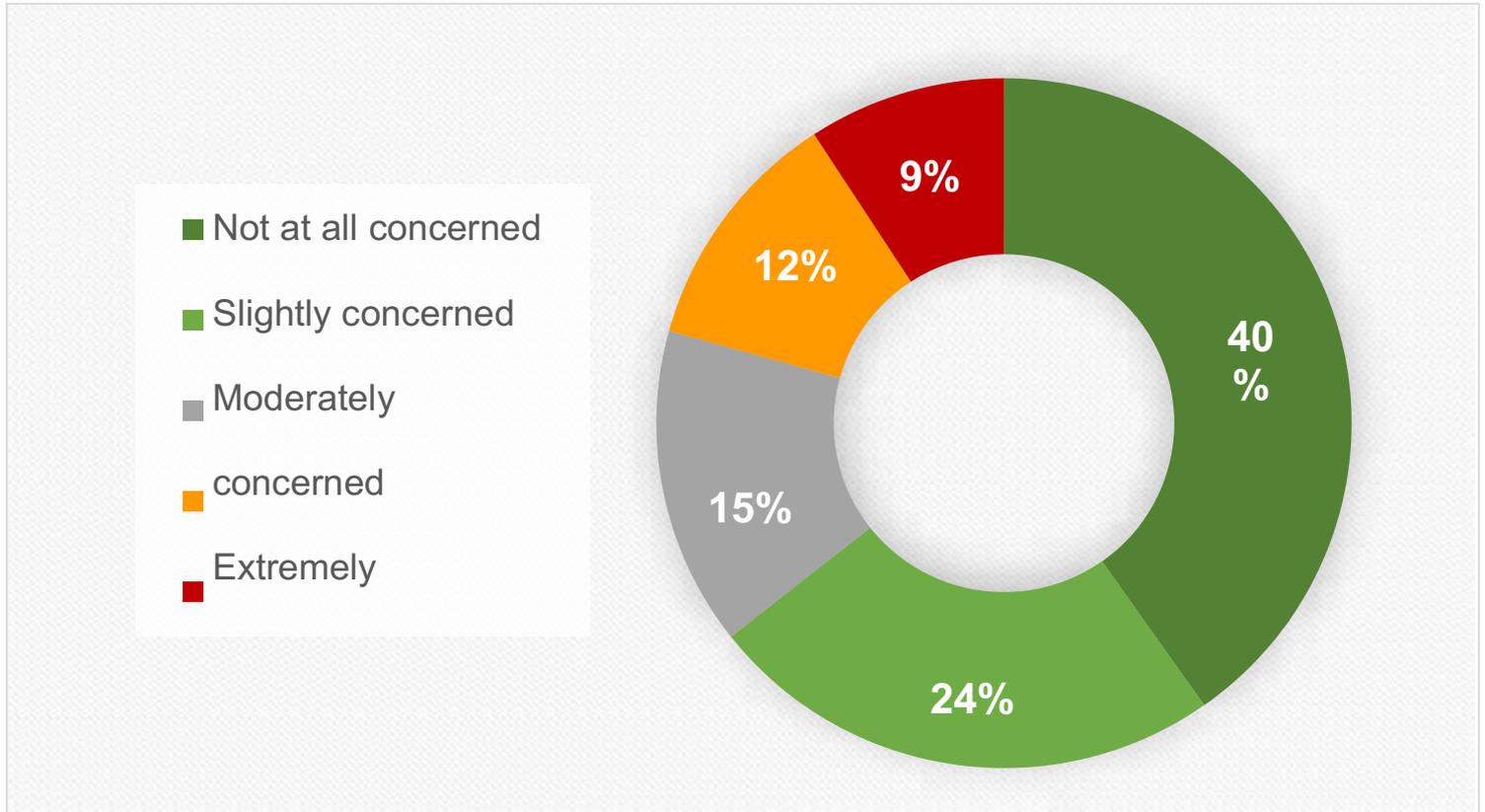
Temporary solutions speed camera on Dordon island or make traffic control lights but a by pass is needed

Lollipop lady back in action stop school parking

Open another route from Polesworth to access A5. Either via birchmore or new builds towards grendon

Make pathway

Q12 - To what extent does the air quality in and around Dordon Parish concern you?



Q13 - Are there any routes you use often that aren't as direct as you would like them to be? (From - To)

Eh ? Waiting in a queue to get onto A5 is a problem .

No

Repeat question

Dukes Rd to a5

No

None

No

Yes from Dukes Road to The Shortwoods. A gulley would be quicker access to the shops and to work.

No

The route to Polesworth through Long Street is too congested and not fit for modern purpose. The only alternative is using small country lanes or the B5000 which is a long way around.

N/a

No

No

None

Nope!

No

No

No

No

No

No

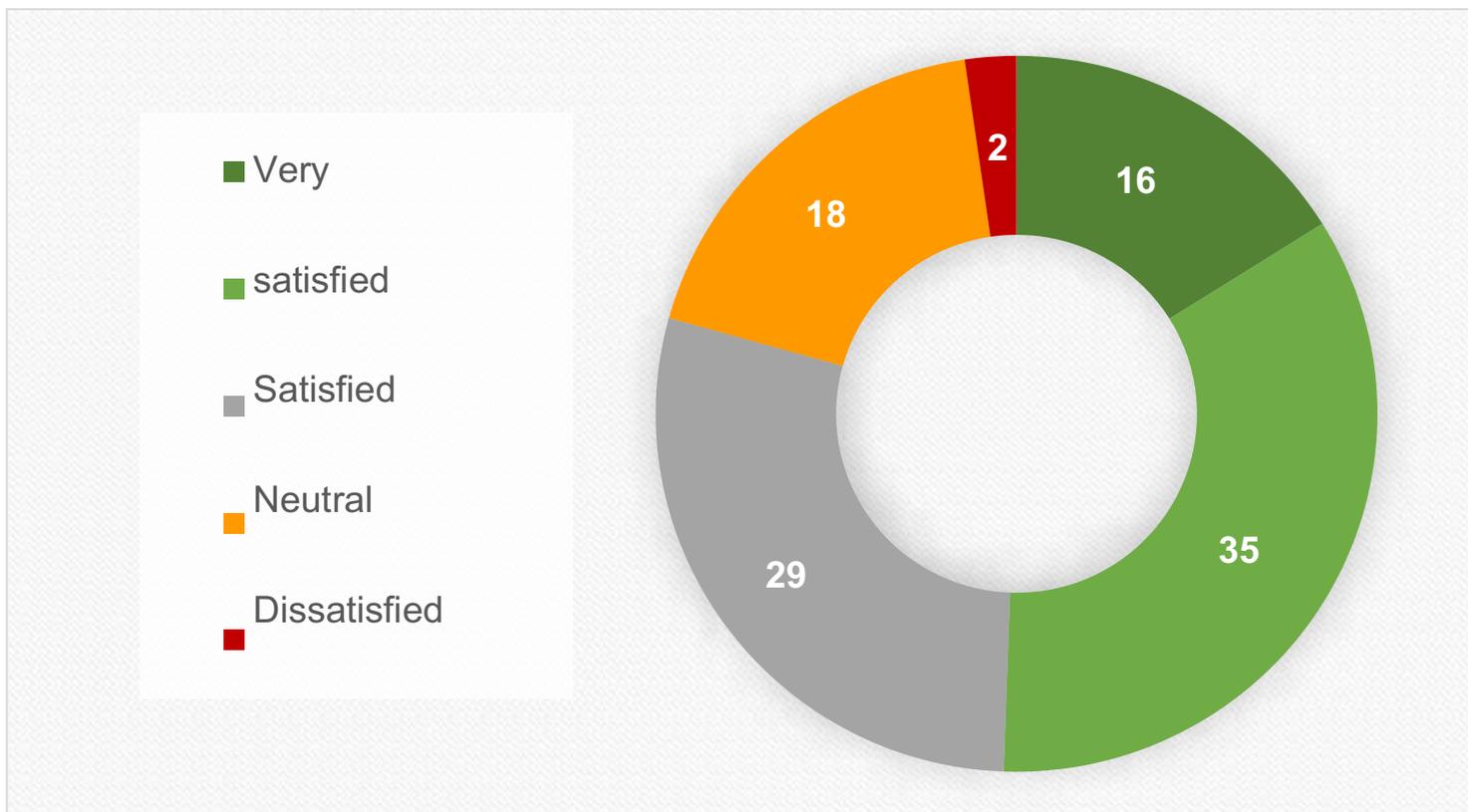
Just long street heavy traffic at any time due to poorly parked cars.

Not necessarily 'not direct' but heavily congested long street etc

Dordon to Tamworth

Q14 - Generally, how satisfied are you with the local services and amenities in your local area?

Q15 - Thinking about the provision of the village hall in Dordon. Are you happy with the village hall in its current form?



#	Answer	Count
1	Yes	67 (77.01%)
2	No	20 (22.99%)

Q16 - Could the village hall be better utilised?

#	Answer	Count
1	Yes	64 (73.56%)
2	No	23 (26.44%)

Could the village hall be better utilised, if so how?

answer to this question could be NO and YES ?

See earlier comment - use and hire of the village hall needs more active management , commitment and promotion - for examples see Mancetter , Baddesley and Tithe Barn . Very few people know how to book it and the booking system is archaic The hall itself still has a lot of legs - lovely floor and clean - but very wasteful to have single use for a hall which can accommodate 200 people when most groups using it will be no more than 15 - 25 . Its time is finite - and the Neighbourhood plan should be an opportunity to suggest replacement and integration with other facilities

Its used well but could always use improvement. We have never used it except for voting as anything that would be of interest is never at a convenient time for us.

It's an old building needs updating.

Use the space for plenty of parking rebuild a new facility for families instead. It's a wasted space that could be adapted to suit the village.

The village hall needs updating and enlarged to cater for younger people who need a focal point

The facilities at the hall are used well to help the community with the green fenced off area for summer groups.

Could be used for so much more, craft fair, street food market, unwelcoming frontage

Its not a place that I use. But from what I have seen it is used well.

Yes a youth club would be great

Thanks to the efforts of the community groups the village hall is used more often for the benefit of locals

Why would we want to waste money on a new village hall when we have a great one that not really that many people use now as village life is going because so many people are moving in to the area from places

Does its job

Could have more events

Needs updating and events well advertised

Only time I've used it is for local government issues or voting

I think it's been fantastic during the pandemic supporting people that have been affected by COVID 19

There is no information on the clubs that use it and when. The kitchen is under utilised.

It should hold table sales. A chance for recycling of family objects. A village pantomime would be good

The Village Hall is in a good location as it has parking and is near most of the current village. But it is not used enough, it has no bar which means it is not used as a club and for parties/weddings. It looks out dated and is neither modern or retro so is not currently attractive to hire. Why isn't it used Monday to Friday during the day as a children's play group (it has a garden, kitchen and parking and can be kept secure) It has offices at the back which should be used all the time. It has kitchens which could be used for charity food events which doesn't impede on other users. In the evening it can be used for renting for clubs.

The hall is a drain on village resources. It does not pay for itself and has no real value for the community. It has been left to rot and stuck in a 1980s time warp. It's very hard to get a booking or communicate.

It's very dated so needs a refresh.

A good array of activities to support local communities/ demographics

Use it for courses group meetings local activities, bingo darts, dominoes etc etc Seems it doesn't get used much. Always locked up.

Don't know.

Not sure

More community events should be held within and around the existing village hall as this is part of our heritage.

I don't feel it is utilised enough

Serves its purpose

I feel there could be more events

I feel that it could be used for more charity/ fundraising and events as it is empty quite a lot

Needs to be modernised

Village halls are an outdated model. It looks tired and tatty and needs an overall. It is a waste of parish money.

I think the Dordon group utilise well, and are so welcoming to all. Be nice to see this happening again this year after covid restrictions lifted, as really brings such great community spirit.

Not sure what else goes on there?

I think the village hall should be kept to keep the traditional features in the village however, should be utilised more and advertise more events

Up dated facilities

Larger range of activities

The village hall has no licence so is limited with what events it can readily attract as a complete package of hire. It is "tired" and old fashioned and needs a complete redecoration. The toilets require updating and it does not look an appealing building from the outside. It is neither modern nor vintage enough to be trendy

Should be more community projects using it, and advertise its use to locals

I don't currently have any use / requirement for it but covid restrictions have stopped everything any way. I am happy that it is there and would like to see more things happening there when it is possible

I think there is a good balance.

No

Not used at all

There is always room for improvement, this is a key point in the neighbourhood and needs all financial help that is available

Too many restrictions on what the hall can be used for

More idea of the services/events on offer

Post covid there needs to be more activities for people to do classes etc

Massively under used and inefficiently ran. Timetable seemed full yet loses money and sucks all of the dordon allocated money into it.

Commercial hirers should be charged a premium to allow hall to be self-sufficient and enable more community events to be held there.

In the past 20 years I've only been to the village hall to vote! Not sure what else happens there other than voting abs slimming world, would like to see more community activities there. There was a great youth club when I was younger but unfortunately the decor hasn't change since I was a teenager many moons ok it could do with updating and making the place more inviting.

More use could be made of it & its grounds

Q17 - How do you feel about the local shops that are available in Dordon?

Better than most villages

Expensive, narrow choice and not healthy

Too many take outs

Ok but all a bit the same, either take away or convenience store. Would be nice to have more traditional butcher and greengrocer etc but I know we've tried one in recent years that didn't last.

- 9 take aways , 1 vape shop and a mini bar - say no more . The new Coop is a good addition . The area behind the shops in Browns lane is like a little Beirut - and the architecture is outdated , scruffy and needs to be demolished.

there used to be a butcher , green grocer and electrical store - all gone . Sad for the elderly

Im happy with them can get everything you need even if certain items are more expensive than we would like.

What shops?

The spar is ill stocked and expensive ok there's a new coop but the elderly can't walk that far. there's 2 hairdressers why? A barbers, a bar which was supposed to have been a cafe but isn't really, a tattoo parlour, takeaways. That's it not really useful.

Enough shops for current demand. Well located.

Too many fast food outlets, there is little to bring the community together

Too many take away shops, but then what else will survive in this day and age

Too many food shops.

Poor. Far too many takeaway no option for healthy choice

Shops are ok but too many takeaways

Too many food outlets

All good

The shops are good in dordon as it is

Lack of diversity. 3 Indian take aways and 2 Chinese. Plus other food. Few local shops.

They are fine. If there's something not sold in these shops I travel to a town to get what is needed. I do not expect to be able to get everything I need on my doorstep. The essentials and more are available in dordon.

Spar..Co op..only shops decent.. no other shops here...unless you want to spend loads on takeaways

Ok

Too many take aways - smell

Disappointing Too many takeaways

Good

A fruit & veg shop , A butchers shop, A public House would be a great addition to what we have.

There are too many of the same shops. We really do not need several Indian takeaways on the same stretch. The majority of the shops are food based it would be nice to have something different.

Takeaway city!

Too many takeaways

Adequate

Great although there are too many fast food joints

OK need a hard wear shop, as polesworth have 2

with the exception of the new coop and a couple of take away restaurants, the range of local shops is not good. It needs a central village centre which people can identify as Dordon.

Too many takeaways. Brown's Lane needs to be knocked down and rebuilt they look so scruffy and dated. The paths outside are an eyesore.

Limited... coop is great but nothing much else

New co-op location had massively improved offering locally

Too many "bad" take aways. Not enough fresh produce, no cafe - again village hall could be used.

More needs to be done to ensure off licence and spar isn't selling alcohol to underage or to people buying it for them. Often seen outside both premises people coming out and handling to underage - street cctv or shops CCTV should be checked regularly.

Far too many takeaways.

Ok if you want a takeaway. That's why I shop in Atherstone and Tamworth .

OK

Too many takeaways.

This has become much improved with the new COOP but the village needs a PUB which should be located in the proposed new village center.

All take aways we need a butcher grocer good local shopping facilities and browns lane very dated

there are too many hot food takeaways

Poor

Perfect for a village of our size

Very good would be nice to have a local pub/ restaurant

I would like a bakery and greengrocers

There isn't really many there mainly food takeaway places

Would be good if we had Fresh Fruit and vegetables and a well stocked bakery

We have to shops and a out door the rest are take aways says it all really.. bring in some independent shops butchers bakery boutiques..

Shops are rubbish and expensive

Too many cheap takeaways.

Greatly improved with the new co op

Ok. Usually well stocked, convenient.

The new co op is a godsend and takeaways are aplenty

Too many take aways

72

Too many take aways.

Parking and traffic is an issue on Browns lane due to this.

New co op is great but needs a cash machine and a bin in the bus stop.

Too many takeaways

There needs to be more shops such as fruit and veg shop, bakery, pub restaurants

Good for basic necessities and take away food. Coffee shop option with bakery would be good.

Not enough variety.

I like the new co-op

Probably too many take away food shops though

Limited

They are perfectly adequate for a small community, there are never issues with finding what you need in the local shops. We all enjoy supporting local businesses over large companies.

No more take aways are needed.

There have been some good little shops there in the past but they all close within a couple of years. If this is due to rents being too high it should be looked at.

On the whole, good

Too many takeaways

better since the co-op was launched

Poor, expensive, only use if desperate,

Post office unless, later opening, and staffed properly

needs to be more variety

Would be nice to have a local bakery/sandwich shop and a butchers instead of 3 curry shops all on the same street

There are too many takeaways

Too many take aways

No more take aways please! There are more than enough fast food outlets in the village

Okay

Very few shops. Needs more restaurants.

Too many takeaways not enough variety

Fairly good for a place this size .

We have enough shops although a bakery and butchers would be nice, the shops in browns lane are really outdated and the flats

are awful, a complete facelift is needed if I had never been to the village before I'd avoid going down there!

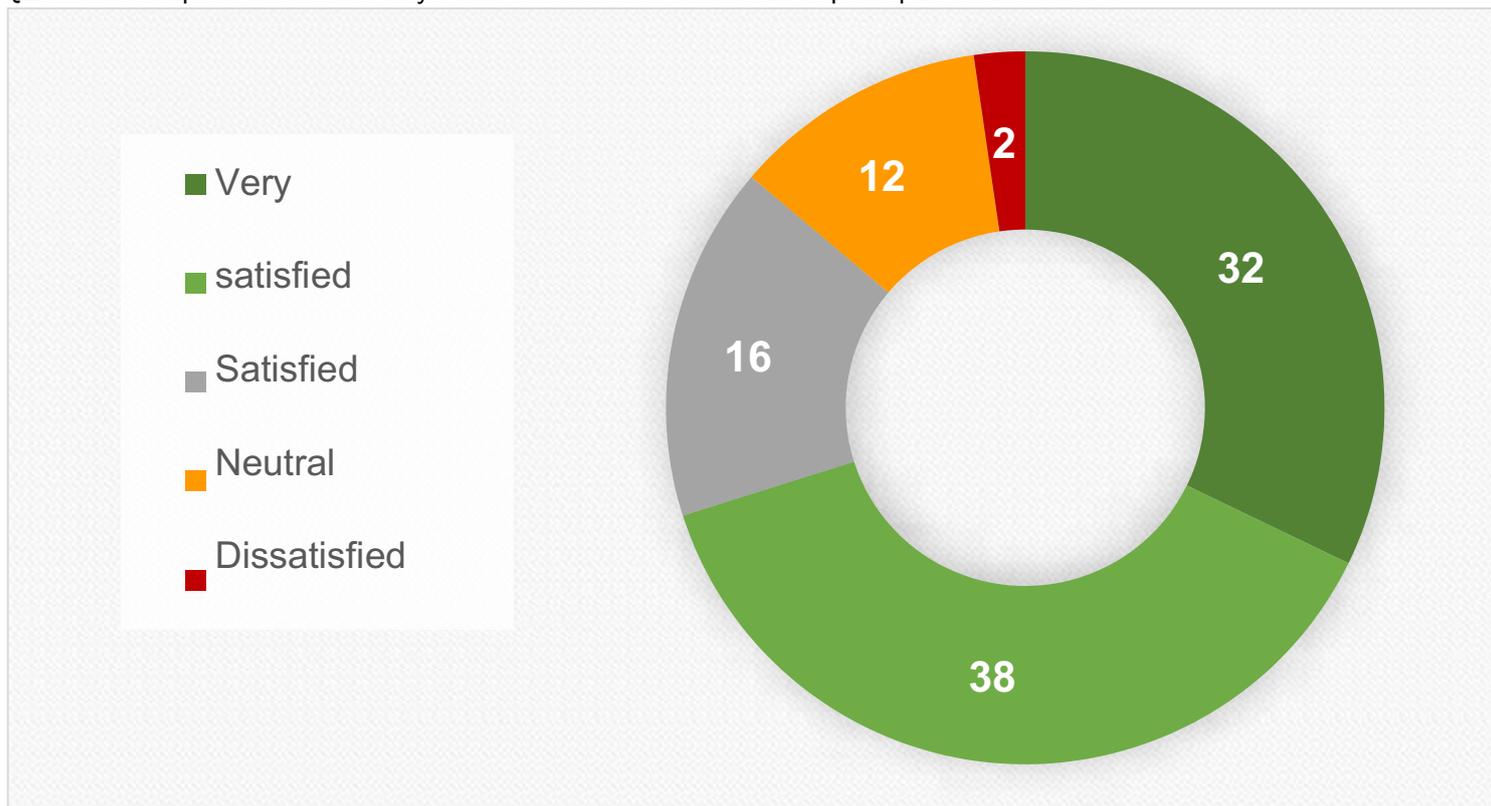
Too many take away

All take away shops

Good selection

Q18 - Over all how satisfied are you with public parks, commons and open spaces in Dordon?

Q19 - What improvements would you like to see to the Parks and open spaces and where?



The childrens play areas were better when the fence kept the dogs out.

Less litter around the the park and woods

More seating, picnic benches, more bins, dog fouling bins, nature walk encouraging wildlife and viewing wildlife

Kids to be made to pick up their litter

More access points to open spaced - laterally from West to East with safe crossings , signage and active promotion

Id like to see more support in the open areas for people using them. For them to be monitored more and better to many instances in the parks with bullying and also so much Rubbish every where if it was monitored more and make sure bins are in the centre of them as i know some people would rather leave it there than carry it.

More seating less youth congregations especially when they over take the park swings etc and younger children can't use them

or feel intimidated.

Perhaps a youth centre.

The advertising posters attached to railings around the parks are a mess also. Charge the advertiser for the use of council property extra income !!!

Too much litter, too much dog mess, too many inappropriately aged children using equipment designed for younger children, some kind of community coffee shop or cafe, social hub

Most are kept clean and tidy except some people who disregard others let it down but this happens in all areas.

Improved footpaths into and around park, cctv, lighting

They are abused by the teenagers & neglected by the council. They need to be looked after better, more bins more CCTV.

Cameras at the parks to stop drug dealing especially kitwood park

More equipment

Less house building

More bins and dog mess bins and may be a few more things for the kids to play on and more bench

Kept clear of dog mess. Protected from developers.

Kept as open spaces would be great

Cleaned up more..full of broken bottles..Nice hey

Cc tv to stop litter

People pick up their rubbish!

More apparatus for the kids to play on.Exercise is important for them

Kitwood park could do with being revamped and include a social club with keeping the football ground and maybe more facilities

Tables and picnic benches in kitwood Park

Tables and picnic benches around long street

park Picnic benches around the lake , off the

A5

Often the parks are littered or covered in dog poo. Kitwood Play Are needs a revamp and perhaps increasing in size for the children who use it. Currently the flooring is coming up and it is covered in glass, not a safe space for children. A lot of the time, teenagers and young adults sit in the play park smoking weed, drinking and smashing bottles.

As previously stated kitwood park play area is outdated and un inviting.

Extension of Dordon lakes at birch coppice leave the woods alone for all to enjoy

Do not lose them!!!

Fe ce back around little park, gates at the feid from long street car park to feild

I am very satisfied with the open spaces as they are at the moment but the council are about to build on them. So probably the one area where Dordon excels is about to be ruined by the Borough Council. We must protect and preserve as many open and green spaces that follow as possible. Dordon Common and area around Hollies wood and the coffin trail, the tree and the pond should be preserved as a central green space for the village. The area around St Helena, Dordon Hall Lane and Sandy Way Lane, footpaths should be landscaped as well as possible to protect its environment. The meaningful gap should have official footpaths through it to adjoin with the rest of the area to create walkways and cycle routes around the entire village.

More of them

More surrounding benches

A nature reserve on old allotment would improve enhance

area Dordon wood is lovely

The old coffin route walk is lovely

Better play areas, infant, child and teenager equipment, include some outdoor gym equipment for use by locals, this improves health.

More rubbish bins

No building on them.

The woodland should be utilised more possibly used for community events. There should also be proper walks identified as I feel people would be more inclined to walk in the woods and surrounding areas if they had walks identified to them.

Maintain green spaces and safe dog walks

None we are lucky to have the parks and open spaces that we do these should not be used for housing

Less litter and them not being taken over by buildings

More park apparatus for the children as Dordon park(not by the doctors) is quite bar so things like a zip line etc would be really nice

Maybe places to hire footballs and raquets too

I would like to see the parks be updated and of you have small children and older children its different to keep an eye on both are dordon park if they are in different areas. Kitwood park is always full of glass

More emphasis on fly tipping antisocial behaviour respect for our wildlife and the countryside.. we are so lucky to have this space all around us would love to keep as much as possible.

Dog mess free more signs

More protected parks and green spaces

Football area on the grass at dordon park.

Possibly designated dog walking areas, safe spaces, enclosed areas for off lead walking.

Bushes on kitwood ave park car park are never maintained.

CCTV in these areas to prevent drugs and littering.

Kitwood Avenue, drug dealing and use of drugs, dumping of litter (fast food waste)

Clean up of rubbish, walking trails

Many of the open spaces and the Common that I and others walk on are privately owned so when the houses come we will be losing so much green space
 I want as many of the hedgerows and mature trees to remain as possible with a huge drive to plant more trees to offset the carbon footprints

An extension to kit wood park with apparatus for slightly older children

The litter dumping around the fields is ridiculous, most of this is from either residents, blows over from the A5 and adjacent industrial estates or is dumped by people passing through the village.

Better lighting in the night/evening

More bins , especially dog bins , the amount of dog dirt is disgusting, all over the village and parks.

Further improvements to parks

Cycle ways and paths for walking through woods

more control over kids being abusive and littering

More bins, less rubbish

clean up

More equipment for older kids something for teenagers

CCTV and persecution for littering, dog fouling and anti social behaviour would undoubtedly improve the open spaces

Stop building houses and go and look at other councils to see if the village can be modeled to be like other places with areas of interest

Signage . As above

Picnic area, more bins, recycling bins, dog poo bins.

More litter bins & poo bins. Cameras to identify vandalism/ graffiti & littering including dog poo. Penalties for environmental abusers.

Outdoor gym

Bigger space at Kitwood

park Football pitch

redone Dordon park very

good

More things to do. A football goal at dordon park for the space, update the skate park

Q20 - Do you use Long Street Recreational Ground?

#	Answer	Count
1	Yes	60 (68.97%)
2	No	27 (31.03%)

How often do you use Long Street Recreational Ground?

Quite often with the grandchildren and to pass through on our walks.

1-2 times a week

2 times a week

3-4 times a wk in school teams

Daily

Twice a week - for Warriors Outdoor Bootcamp

Never

Every day

Daily

infrequently wuth my granddaughter, too many older children, too much litter and dog mess

Once a week

Very rarely.

Unuseable a lot of the year due to being muddy underfoot, lack of footpaths around edges of park.

Lack of lighting and CCTV help illegal or unsociable activity to take place, lack of waste and dog waste bin

Not any more my children are too old now but I did use to take them regularly as it's opposite our house

Weekly

Several times a week

Yes every day

Maybe 2 times a week or more if weather isn't bad

Depends if there's no broken glass

Once in a while

2 to 3 a month

Fortnightly before the pandemic

Not at all. There doesn't seem to be enough for under 5s to use.

The play area is not enclosed and therefore stressful to watch young children don't run off. People also do not keep their dogs on leads and the dogs all too frequently enter the space in which children are playing. It frightens some children. There is also a lot of teenage activity, with vandalism, anti social behaviour etc

3-5 days a week

2,3 times when weather good

Once a month

Daily

Daily to walk my dog

N/a

If no teenagers raging round there 1-2 times a week, use Kitwood park more often 7 days a week to walk dog and granddaughter to use play area there when equipment not broken- not well maintained though.

Every day

Rarely. I use the basketball hoops

2-3 times a week for walking /exercise.

Only to walk around as my children have now grown up

3 times a week

Couple of times a month

Depending who is there as it can sometimes be intimidating.

Every day I walk my dog enjoy the views very clean just more signs making of the dog users pick up the dog mess and camera working for antisocial behaviour problems.

7 days a week

Once a week

Once fortnightly

One or twice a week

Never

Every week

2-3 weeks

Twice a week

Weekly

Weekly

For walking occasionally

Few times a month

Children have used it

Once a week

Once a week

Very much I walk my dog in the park

Two or three times per week.

Once a week for a kick about with my son

Use it as a short cut to the new co op.and as a place to stretch my legs .

Twice a week more in the summer

Lots in summer. For fit camp & walking & kids play.

Often

3 times a week

Q21 - Do you use Kitwood Recreational Ground?

#	Answer	Count
1	Yes	49 (56.32%)
2	No	38 (43.68%)

How often do you use Kitwood Recreational Ground?

Once a week

Once/twice a month

Weekly

Whenever the Borough Council organises a fun day or some other event .

A few times a month

Daily

same answer as question 20

Don't feel comfortable- often not great atmosphere

Daily

Several times a week

Yes every day

Yes but not as often because they isn't alot of things there but its a nice walk over the old pit line at the back of the school field

Depends on if there's no broken glass

No as poor facilities now

I use this park in preference to long street park. Better and quieter than long street.

I take my granddaughters there on their visits. More of an open area where a keen eye can be kept on them. Also a great place for exercising pets.

Main park we use to exercise our dogs and the kids will go and play in the play area. Problem is usually it is covered in glass and the equipment / flooring is damaged making it often unsafe to play in. There is also not much there for the children. It is not a well planned play area. Some monkey bars etc would go a long way.

I walk through it daily but do not stop n spend any time in there

Every day

Daily

Daily to walk my dogs

N/a

7 days a week 2-3 times a day to walk dog and let granddaughter use play area. Equipment sometimes broken and not well maintained. Roundabout not working properly for last few years - yes YEARS

2-3 times a week for walking / exercise.

Only to walk around as my children have now grown up

4 times a wk

Everyday

Yes need a week to walk the dogs on their long leads.

The field is good for football and a cut through if you are cycling.

Nope don't use awful all you see is what is coming to our village...

7 days a week

Once fortnightly

Twice a day every day for walking my dog.

Daily

Every week

Twice a week

Monthly

At least once a month

6 to 7 days per week

Few times a month

I use it for exercise

3 times a week

Infrequent

Never used

Occasionally

As above

Often

I walk through it often

Q22 - Do you use Hollies Woods?

#	Answer		Count
1	Yes		47 (54.02%)
2	No		40 (45.98%)

How often do you use Hollies Woods?

4/5 times a week. Why are the trees being cut down?

Once a month

Now and again

Weekly

about once every 3 weeks

A few times a month

Every day

Daily

Quite often, it's a very peaceful place and ideal to spend time off-grid and live in the moment

Once a week.

Sometimes to walk dogs although lots of litters, groups of people openly smoking drugs. No clear signed paths, bins, information

Where is that?

Once a week

Yes dog walking

Every week me and my family go up to the woods with my sister and are children as we did when we was younger

Every week

No

3-5 times a week

Every day

Now and again

Daily

Once or twice a month

Occasionally

Every week at least 4 times

Regularly. More so when its been dry

2-3 times a week for walking / exercise.

For walks probably ever 1- 2 weeks

Ocasionally

Every month or so

Every day beautiful especially when the bluebells are out listening to wildlife calms and is good for your mental health..

Dont know where this is

Daily along with surrounding fields

Never

Twice a week

Very often, sometimes daily

Monthly

It is privately owned and managed

I use Birch Coppice Common daily which is also privately owned but is only partly used for rented grazing for some of the year

Once or twice a month

Couple of times a month

I don't know where this is, if it signposted yes 👍 would for definite

A lot I also walk my dog here

Twice weekly

Where? Needs sign posting.

Often , I grew up playing over there and love to take my family over there , it's the best bit of countryside we have right on our doorstep and all that will be gone it's all wrong

Never heard of it?

In summer walking dogs & kids

Q23 - Are there any local routes you use?

#	Answer	Count
1	Yes	58 (66.67%)
2	No	29 (33.33%)

Describe which local routes you use and how often?

Church Hill around to polesworth and back through the woods.

All over dordon/ grendon/Baddesley some great walks an parks for us all

Woods behind the church every other day. Birch Coppice lakes fortnightly
Farmers fields behind kit wood park to birchmoor weekly.

Church Road along coffin trail - and back up past Dordon Hall - or south towards A 5/ orchard site and round fields there X once a month
From UPS along old railway line around Birch Coppice site to lakes x 1 a week - v few people are aware of this interesting 1 hour walk .
A5 entrance - Birchmoor - about once a month

Use the routes all over but it depends on weather and also access for a pushchair to be used.

Through the woods down to bluebell then out to church road a lovely walk.

The old railway track. The pools amongst the warehouses. The woods off church Road are where I go on local walks.

Walk up through the back of the church yard through the woods & come out further down church road

Walks via Wood, birch coppice

The woods and fields either side of church road /Dunn's lane

The coffin walk up past the hoilles wood a couple times a week if weather is good

I don't understand the question. Routes to where?

Route Nuneaton to Tamworth

Dordon lakes for walks

In the summertime I like to walk from Dordon to Tamworth services via Birchmoor. A pleasant walk with a good rest and refreshments at the end.

A walk around Birch Coppice business park and lake is pleasant, clean. Throughout the summer months

I walk my dog all around dordon taking several routes through fields and green areas

Coffin trail daily

Public Right of way Walkway between Dunns Lane and the A5

used daily Dordon woods Daily

Canal path at Dordon monthly and Dordon Hall Lane to the B5000 public Right of way used weekly

Public footpath walk through fields to common lane

Lanes down to st Helena from Dordon hall

Footpath across fields and common between Polesworth and Dordon

Over church hill to the hollies.

Woodland behind Church Rd.

Local fields and space behind doctors and fields behind kitwood ave

Walk to Polesworth via Dordon Hall Lane, variable but sometimes every day

I walk round coppice drive them up by the coop and back down whitehouse road in a big circle with my dogs

Jaw bones, walks drive. Beautiful, walking church road fields to polesworth woods beautiful and peaceful..

We walk around the village in all different routes

New Street daily

Local walking paths around woods and also down to lake on industrial park and public walks there.

Dordon common and the coffin path... very often almost

daily Hollies wood... very often almost daily

Dordon wood... ". ". ". "

Kitwood park and the line... three time a

week Long street park... almost daily

Birch Coppice common at the back of Church Road I use daily the Public right of ways, Dordon Hall Lane to the canal I use weekly Birch Coppice lakes

The Meaningful gap

Public right of way from Dordon Hall Lane to the Blue Water and across to Birch Coppice woods

The fields leading from kitwood avenue to birchmoor. On a regular basis, normally 4 to 5 times per week.

Main routes are to either park

B5000 to
Tamworth B5000
to Atherstone A5 to
Atherstone
A5 to Tamworth
Long street
Daily!
Birch Coppice walks

From common lane through to church hill

As above

(Which was: Use it as a short cut to the new co op.and as a place to stretch my legs .)

I use most routes in the village daily

Up the line from birchmore to
a5. Polesworth wood to
church road

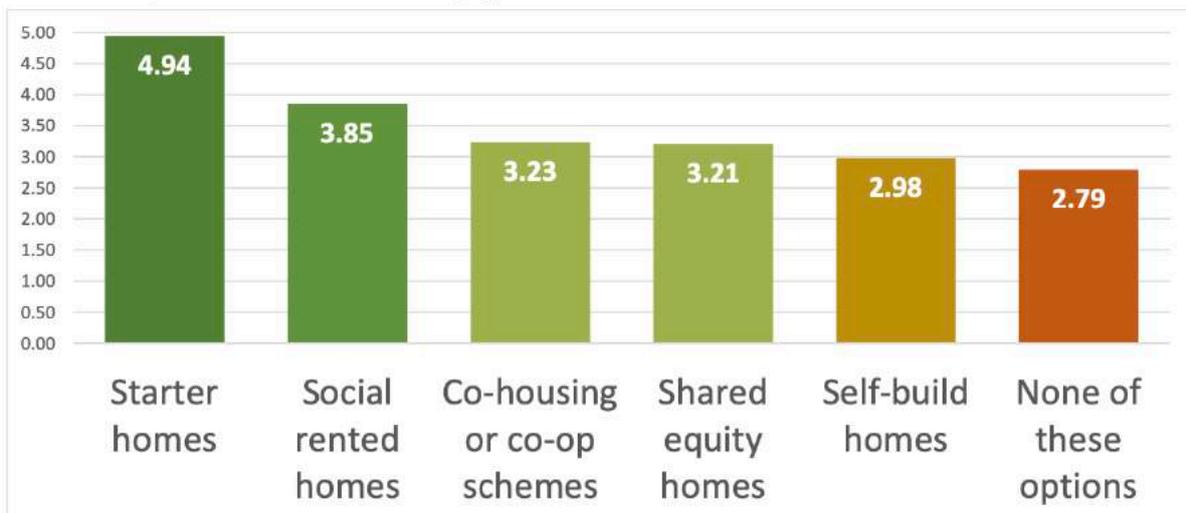
Q24 - In your opinion, which of the following types of community facility do you think there is the greatest need for in the neighbourhood plan area – see map?

The choices were given scores with 6 (green) being most needed and 1 (red) least needed. The scores were added up and ranked for each facility.



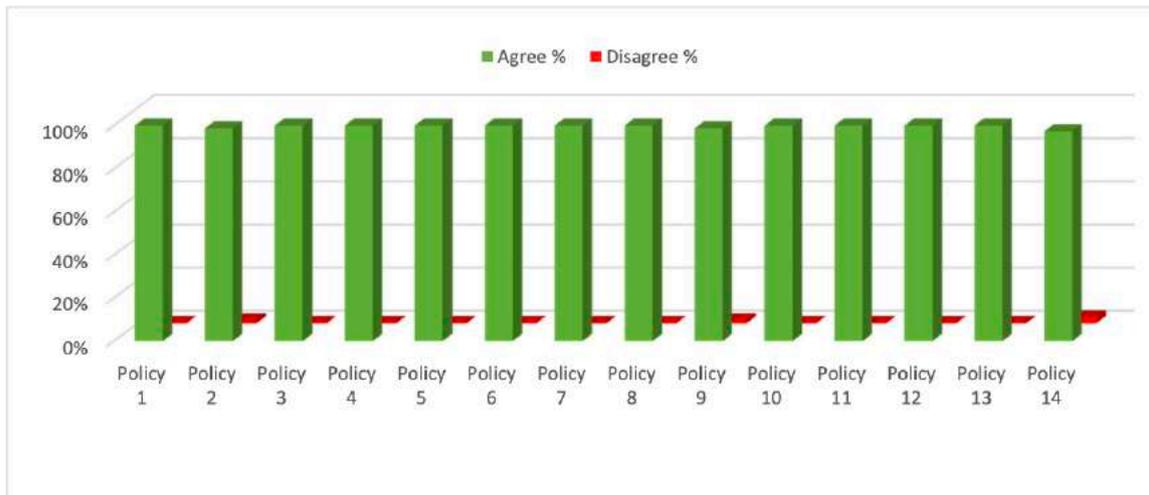
Q25 - What do you think the neighbourhood plan should do to ensure homes are more affordable? Allocate land for more:-

The choices were given scores with 6 (green) being housing type preferred to 1 (red) least preferred. The scores were added up and ranked for each housing type.



Dordon Parish Neighbourhood Plan Reg 14 Survey Data v9a

Total Polled
77



Policy 1 - Making sure that Dordon's Development is sustainable



Policy 1 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

Make sure adequate doctors, schools, shops are provided for residents. The new Co-op car park is always too busy already. Nowhere near enough parking.

Strongly agree with this

Good access to bus routes and doctors services are much needed. Bus routes wont change and Doctors cant cope now let alone when they have 1000s of new patients on their lists.

Policy 2 - Protecting the Natural Environment and Enhancing Biodiversity



Policy 2 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

The environment around Dordon is of a high standard and this needs to be enhanced and protected for future generations. Pollution must be kept to a minimum. The policy is essential for the occupants of this village as we have to live with what is left after the developments have been completed. In Dordon we have numerous endangered and protected species which will need to be protected and any development near their habitats must be appropriate and protect these species. On the proposed site of the new houses there are red listed lapwings, yellow and grey wagtails, tree sparrows, skylarks and grey partridge all nesting and living in the area. Other protected species include, Great Crested newts and a number of bat species.

I think more trees is needed, especially marine Broad leaf and fruit and nut bearing ones. Community food growing areas and more allotment spaces are desperately needed!

That just wont happen. 1000s of new houses destroying land that already has all the ponds, trees meadows biodiversity it will.all.be destroyed for new homes

Policy 3 - Protection for our Local Green Spaces and Parks

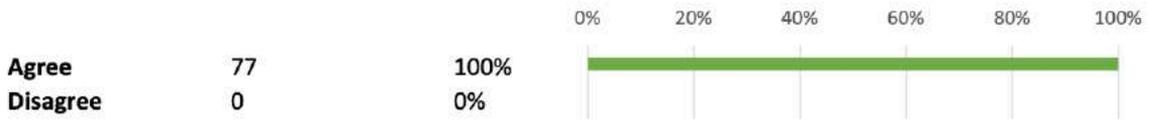


Policy 3 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

The provision of parks and green spaces is essential for occupants well being and needed to make this village continue to be a good place to live.

Policy 4 - Protecting our unique Landscape features



Policy 4 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

The area around the ancient Holloway in Dordon Hall Lane needs to be preserved as both part of local history but because of the beautiful views of countryside which shows the anker valley surrounding villages and four counties. This and other local beauty spots in the area are important to protect for current and future generations. Dordon is in parts a very rural village and as much of these trackways, woodlands and historic places must be protected.

Policy 5 - Creating a green Network of cycle routes and footpaths



Policy 5 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

A green network around and through Dordon is essential to give recreation, travel and well being min the area without it being dominated by cars and traffic. This is needed to encourage people to get around the area without the use of cars and promote a healthy lifestyle.

Surrounding countryside that is fast being built on

Policy 6 - Protecting and enhancing our Historic buildings and features



Policy 6 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

Strongly agree. The history of Dordon is very important and the area around Dordon Hall Lane, St Helena, Sandy Way Lane and Dunns Lane are part of the medieval history of Dordon and remain to a very large extent unspoilt by modern roads and settlements. The history of the area can be traced back many centuries and the area around Dordon Hall Lane looking over the anker valley and the ancient Holloway are well known landmarks which have not changed for several centuries.

Policy 7 - Reducing the risk of flooding



policy 7 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

Make sure new build houses do not affect water drainage.

Strongly agree as flooding in the area must be prevented and not made worse. Where possible the local environment could be enhanced by thoughtful design of ponds and wetland areas which could deal with problems of flooding but also assist and promote the local wildlife.

More water catchment butt's etc should also be added to every new build.

Policy 8 - New houses should be high quality and blend in with the village



policy 8 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

There is no point building new homes without the infrastructure to support it.

I agree that any new properties should landscaped to try and fit in with the existing area. I do not think that the village should be segregated between the old and the new and that the villagers both new and the existing should have a nice environment which compliments and enhances together.

This just wont happen. Buildets are not interested. Planners forced to agree to numbers

Policy 9 - A mixture of new houses to buy and rent for Local Residents



Policy 9 comments

What do you call local!!!

LOCAL RESIDENTS!

Local residents should be opportunity to rent new premises instead of people from out of the area.

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

Ensure there is enough affordable housing. Ensure there is sufficient housing for single people.

I agree with this policy as it appears to be the way forward of people starting to work from home. The local residents want the new properties to be available to their children and relatives who already live here and have grown up. A diverse property choice is what is needed to try to accommodate everyone.

More bungalows required and also single occupancy. Housing associations should also be strictly vetted and held more responsible as their care of tenants records are terrible!

An area of low skilled paid jobs needs affordable homing.

Children from the village who are now adults should be able to afford to stay in Dordon.

Policy 10 - New houses should be energy efficient with a low carbon footprint



Policy 10 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

I agree with this policy as the way forward of greener homes must start now if it to make an impact.

Solar power should be standard to help with soaring energy and heating fuel costs!

Policy 11 - Protecting and improving community facilities such as the Village Hall



Policy 11 comments

More bins within local areas. More community groups like FFF. The community shop is a lifeline to us and would be lost without it

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

Agree. The village needs to try to protect, preserve but modernise the local community facilities which can hopefully give the village a sense of community and a focal point

Agree, more community spaces, both indoor and out and there is a very high demand for allotment spaces.

Policy 12 - Supporting local shops and businesses



Policy 12 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

Agree. The village needs to be integrated and not a series of estates built where the occupants people don't mix or there is an us or them attitude. Integration keeping the village as one is essential. We do not want the village to be split up and have no sense of community or identity.

More spaces needed for new start up and expanding small businesses to grow. Current spaces are tired, run down and incredibly overpriced rental.

Policy 13 - Improving parking on Long St and New St



Policy 13 comments

ONE WAY SYSTEM

one way system long/new street

Along with New St and Long St parking on footpaths is generally on the increase.

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

Make New St and Long St one-way. Question: Why was Browns Lane pavements replaced and not New St? New St needed it done more. Drop kerbs and pavements in New St are dangerous!

Make Long St a one way system. Also there should be no large lorries etc using Long St! Thank you.

Agree totally Long ~Street and New Street need the traffic issues to be resolved. With 2000 plus houses coming how can the matter of Long Street and New Street not be resolved.

This road is ridiculous and this would be most welcome.

Policy 14 - To follow all our policies when building on H4



Policy 14 comments

Please see representations submitted to dordon@neighbourhoodplan.uk from Joseph Cramphorn, on behalf of Cathedral Agricultural Partnership.

The infrastructure at the moment barely copes with the current level of houses. Infrastructure must be improved or the additional houses will break what we have. You cannot expect to double the size of a village and expect it to cope with the same facilities.

This has to be done, the roads are already at breaking point and the GP surgery and pharmacy is under immense strain, poorly staffed and making dangerous mistakes. It is vital that the village can cope under these massive overbearing changes.

Dordon Neighbourhood Plan Consultation Statement Addendum

Additional Consultation Responses

A number of statutory consultees were omitted in error from the Second Regulation 14 process. This error was amended and the following additional responses received on the 19th and 20th December 2022.

Tamworth Borough Council

Section of the Plan	Comments	NPWG Comments	Amendments Made
General	Having read the proposals in the submission version of the Plan, it would appear to be in accordance with the recently adopted North Warwickshire Borough Council local plan and does not propose any new development that would adversely affect Tamworth. On this basis Tamworth Borough Council has no objections to the proposal set out in the Neighbourhood Plan.	Noted	N

Grendon Parish Council

Section of the Plan	Comments	NPWG Comments	Amendments Made
General	Page 27 Point 67: The strategic gap must be retained on the north side of the A5. It has already expanded on the south side.	The DNP supports the Strategic Gap policy as presented in the NWBC Local Plan	N
	Page 35 Point 6: Fully support the retention of these areas especially Dordon Hall Lane. It is already blighted by the number of HGVs at the Grendon end as N.W.B.C.do not enforce the planning regulations.	The DNP highlights the significance of Dordon Hall Lane	N
	Page 51 Points 166-178:Fully support – Too long has nothing been done regarding traffic and parking in the Long Street area.	The DNP supports addressing the congestion on Long Street	N

Polesworth Parish Council

Section of the Plan	Comments	NPWG Comments	Amendments Made
General	The chair of Polesworth Parish Council has asked me to respond to your request regarding our view of the Dordon Neighbourhood plan and to inform you that we are fully supportive of your plan as currently presented.	Noted	N

Baddesley Ensor- no response

Kingsbury Parish Council – no response

Conclusion

Where comments were provided the responses are supportive of the DNP and would not have resulted in an amendment to the Submission Plan.

Additional Clarification re Consultation with Residents

The Consultation Statement para 26-29 explains the nature and format of consultation with residents. The 77 responses to the questionnaire were due in part to NPWG attending existing community events and dropping in to discuss the DNP. For clarification this included

Dordon Walking Group Tuesday 27th Sept face to face

Dordon Community Café 9th September face to face

Dordon Community Shop 1st, 8th, 22nd September face to face – questionnaires taken and completed

Dordon Library Craft Group

The Minnie Miner Café/Pub once a week throughout the

The Stute on several Sunday mornings throughout the 6-week consultation period

Parish Council Village Hall Users – hard copy of the DNP in the hall for information

Family Community Food Fun 30th September face to face

Community Café 9th September

Dordon Parish Council 21.12.22.

**Report of the
Head of Development Control**

1 Subject

- 1.1 Town and Country Planning Act 1990 – applications presented for determination.

2 Purpose of Report

- 2.1 This report presents for the Board decision, a number of planning, listed building, advertisement, proposals, together with proposals for the works to, or the felling of trees covered by a Preservation Order and other miscellaneous items.
- 2.2 Minerals and Waste applications are determined by the County Council. Developments by Government Bodies and Statutory Undertakers are also determined by others. The recommendations in these cases are consultation responses to those bodies.
- 2.3 The proposals presented for decision are set out in the index at the front of the attached report.
- 2.4 Significant Applications are presented first, followed in succession by General Development Applications; the Council's own development proposals; and finally Minerals and Waste Disposal Applications.

3 Implications

- 3.1 Should there be any implications in respect of:

Finance; Crime and Disorder; Sustainability; Human Rights Act; or other relevant legislation, associated with a particular application then that issue will be covered either in the body of the report, or if raised at the meeting, in discussion.

4 Site Visits

- 4.1 Members are encouraged to view sites in advance of the Board Meeting. Most can be seen from public land. They should however not enter private land. If they would like to see the plans whilst on site, then they should always contact the Case Officer who will accompany them. Formal site visits can only be agreed by the Board and reasons for the request for such a visit need to be given.
- 4.2 Members are reminded of the "Planning Protocol for Members and Officers dealing with Planning Matters", in respect of Site Visits, whether they see a site alone, or as part of a Board visit.

5 **Availability**

- 5.1 The report is made available to press and public at least five working days before the meeting is held in accordance with statutory requirements. It is also possible to view the papers on the Council's web site: www.northwarks.gov.uk.
- 5.2 The next meeting at which planning applications will be considered following this meeting, is due to be held on Monday, 6 February 2023 at 6.30pm in the Council Chamber

6 **Public Speaking**

- 6.1 Information relating to public speaking at Planning and Development Board meetings can be found at:
https://www.northwarks.gov.uk/info/20117/meetings_and_minutes/1275/speaking_and_questions_at_meetings/3.

Planning Applications – Index

Item No	Application No	Page No	Description	General / Significant
9/a	PAP/2022/0455	1	<p>The Folly, Sykes Barns, Church Lane, Corley, Coventry, CV7 8BA</p> <p>The de-construction the re-construction of covered area over court yard. Retaining front wall with new rashes roof to and the removal of the rear wall of the structure to create an open court yard area with a covered element</p>	General
9/b	PAP/2022/0577	9	<p>Rosne, Sandy Lane, Fillongley</p> <p>Resubmission of Planning Application PAP/2021/0412 for the erection of a single storey rear extension</p>	General
9/c	PAP/2021/0261 & PAP/2021/0265	14	<p>The Homestead, 82 Main Road, Austrey</p> <p>Planning and Listed Building applications for the dismantling of the existing Grade2 2 listed barn to form two new dwellings.</p>	
9/d	PAP/2020/0638	84	<p>Homestead, Wishaw Lane, Middleton</p> <p>Retrospective application for storage shed and storage area including change of use of land</p>	
9/e	PAP/2022/0508	92	<p>6 Boulters Lane, Wood End</p> <p>Proposed single storey extension</p>	
9/f	PAP/2022/0373	101	<p>23 Dordon Road, Dordon</p> <p>Two storey side extension with single storey side extension to current rear extension</p>	

General Development Applications

(9/a) Application No: PAP/2022/0455

The Folly, Sykes Barns, Church Lane, Corley, Coventry, CV7 8BA

The de-construction the re-construction of covered area over court yard. Retaining front wall with new rashes roof to and the removal of the rear wall of the structure to create an open court yard area with a covered element, for

Mr Thomas Sykes

Introduction

This application is reported to Board due to its past interest in this site and in its resolution to commence enforcement action.

The current application is retrospective, and the Board will need to consider the expediency of enforcement action should it be refused.

The Site

The application site comprises the courtyard connected to recent residential barn conversions. It is on the north side of the road some distance to the west of Corley. The surrounding area is made up of open green fields, with a small number of residential buildings.

A general Location Plan is at Appendix A

Photographs at Appendices B and C illustrate the description above

The Proposal

Planning permission is sought to remove the current “arched” entrance into the courtyard and to construct a new entrance to the yard. The scheme will retain the front wall and the existing ridgeline height, but there would be a higher opening entrance with the rear and side walls removed so providing a suspended roof, creating an open court yard area with a covered element.

The existing and proposed plans are at Appendix D and E respectively.

Background

The Board refused planning permission to retain the existing arrangements here on highway advice given the low height of the arch which prevented larger vehicles entering and also because the car parking provision would not be practicable.

Enforcement action was agreed, but service of the Notice has been held in abeyance given receipt of this alternative proposal.

Representations

Corley Parish Council - It objects saying that it is concerned with highway safety and the structural stability of the new roof.

Consultations

Warwickshire County Council as Highway Authority – It now has no objection, and its response is repeated in full below:

'The Highway Authority objected to the previous 2 applications on the site due to the effects on parking and manoeuvring. This development aims to overcome those concerns by removing the walls of the car port to the north and west so the roof would be suspended. No support walls or pillars are proposed so there would now be no effect on the parking or manoeuvring of vehicles.'

Whilst the swept paths shown are not ideal, they are existing and should not be affected by this development.

*Based on the appraisal of the development proposals and the supporting information in the planning application the Highway Authority submits a response of **no objection**, subject to the following condition:*

1. The northern and western face of the car port shall remain clear at all times of any gates, barriers, doors or other means of enclosure.'

The Central Building Control Partnership - No objection in principle:

- *The drive through section would be exempt from build regs as its open back and front.*
- *Any building within 1m of a boundary or another building should be made substantially to resist the spread of fire to another building, so would advise to condition the cladding and its fire resistance.*
- *In regards to the steel beam, I've looked through the email trail and see the calcs, as mentioned we would normally get steel beams calcs independently checked, but there is nothing to suggest that beams can be beefed up, or down to suit the proposed loads, they just need to be justified by a structural engineer.*

Development Plan

The North Warwickshire Local Plan (2021) - LP29 (Development Considerations), LP30 (Built Form) and LP34 (Parking)

Other Relevant Material Considerations

National Planning Policy Framework 2021 - (the "NPPF")

Observations

Local Plan Policy LP30 requires that all development in terms of its layout, form and density should respect and reflect the existing pattern, character and appearance of its setting. The design of the proposed roof covering the entrance to the court yard is sympathetic to the host buildings because it maintains the hipped and pitched roof design features and use materials similar to a barn.

Local Plan Policy LP29 (9) states that developments should amongst other things, avoid and address unacceptable impacts upon neighbouring amenities through overlooking, overshadowing, noise, light, air quality or other pollution. Based on officer's observations and analysis the proposal would not have detrimental impact on the amenities of the neighbouring properties.

Policies LP29 (6) and LP34 requires development proposals to have particular regard to highway safety, service requirements and the capacity of the local road network and the adopted parking standards set out of the Local Plan. This requires two spaces per residential property. The proposal aims to retain the current parking provision on the site by removing the rear and side wall of the covered garage. The highway authority have stated that the swept paths of vehicles manoeuvring on the site are not ideal, but that they match the current ones. As mentioned above, they have no objection from a highway safety point of view, subject to conditions.

In respect of concerns about structural stability, then an appropriate planning condition can be included.

Overall, it is considered the proposal is in accordance with the Development Plan.

RECOMMENDATION

That planning permission be GRANTED subject to conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby approved shall not be carried out otherwise than in accordance with the site location plan, the existing and proposed floor plans and sections, titled 1161-01 (Existing Plans) and 1161-03f (Proposed Plans) received by the Local Planning Authority on 31 August 2022

REASON

To ensure that the development is carried out strictly in accordance with the approved plans.

3. No work in connection with the development hereby approved shall commence until a structural engineering report for the construction of the suspended roof has first been submitted to and approved in writing by the Local Planning Authority. Only the approved specification shall then be constructed on site.

REASON

In the interest of public safety.

4. The northern and western faces of the car port shall remain clear at all times of any gates, barriers, doors or other means of enclosure.

REASON

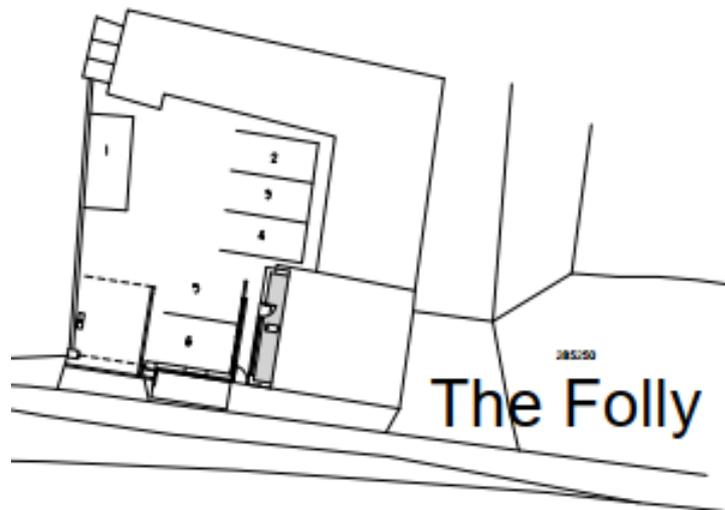
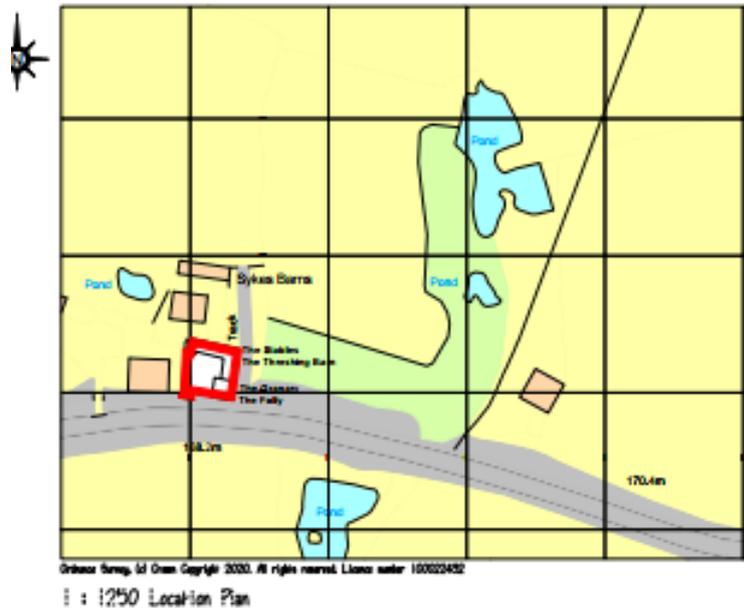
In the interest of highway safety.

Notes

1. You are recommended to seek independent advice on the provisions of the Party Wall etc. Act 1996, which is separate from planning or building regulation controls, and concerns giving notice of your proposals to a neighbour in relation to party walls, boundary walls and excavations near neighbouring buildings. An explanatory booklet can be downloaded at <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance>
2. The submitted plans indicate that the proposed works come very close to, or abut neighbouring property. This permission does not convey any legal or civil right to undertake works that affect land or premises outside of the applicant's control. Care should be taken upon commencement and during the course of building operations to ensure that no part of the development, including the foundations, eaves and roof overhang will encroach on, under or over adjoining land without the consent of the adjoining landowner. This planning permission does not authorise the carrying out of any works on neighbouring land, or access onto it, without the consent of the owners of that land. You would be advised to contact them prior to the commencement of work.

3. The developer is reminded that the Control of Pollution Act 1974 restricts the carrying out of construction activities that are likely to cause nuisance or disturbance to others to be limited to the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays, with no working of this type permitted on Sundays or Bank Holidays. The Control of Pollution Act 1974 is enforced by Environmental Health.
4. Before carrying out any work, you are advised to contact Cadent Gas about the potential proximity of the works to gas infrastructure. It is a developer's responsibility to contact Cadent Gas prior to works commencing. Applicants and developers can contact Cadent at plantprotection@cadentgas.com prior to carrying out work, or call 0800 688 588
5. The proposed works may require building regulations consent in addition to planning permission. Building Control services in North Warwickshire are delivered in partnership with six other Councils under the Central Building Control Partnership. For further information please see Central Building Control - Come to the experts (centralbc.org.uk), and https://www.planningportal.co.uk/info/200187/your_responsibilities/38/building_regulations ; guidance is also available in the publication 'Building work, replacements and repairs to your home' available free to download from <https://www.gov.uk/government/publications/building-work-replacements-and-repairs-to-your-home>
6. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority
7. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through seeking to resolve planning objections and issues. As such it is considered that the Council has implemented the requirement set out in paragraph 38 of the National Planning Policy Framework.

Appendix A



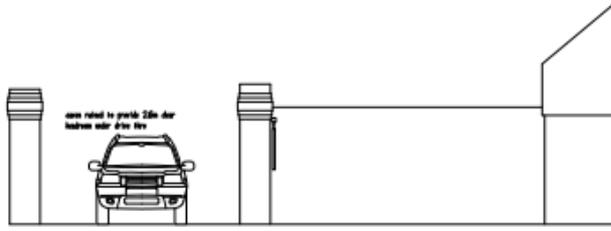
Appendix B



Appendix C



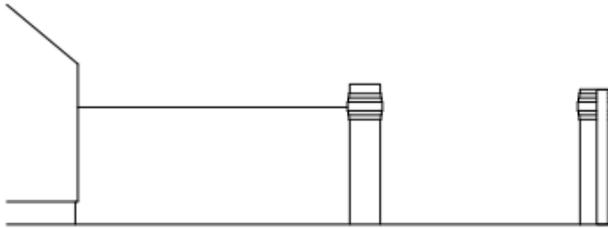
Appendix D



1 : 50 Front Elevation



1 : 50 Section A-A
1 : 50 House Side Elevation

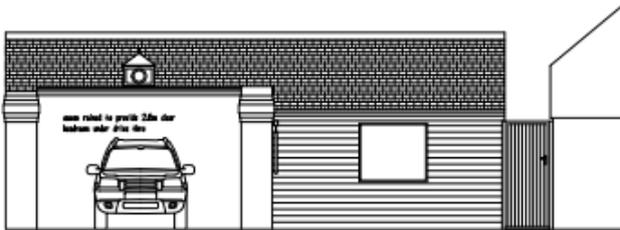


1 : 50 Court Yard Elevation

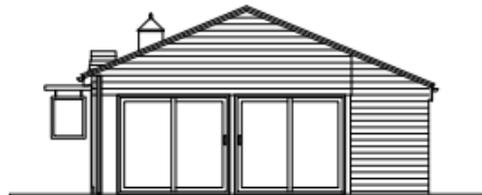


1 : 50 Side Elevation

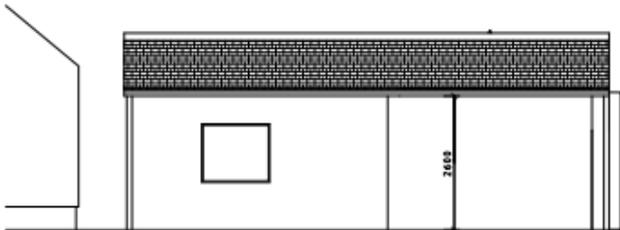
Appendix E



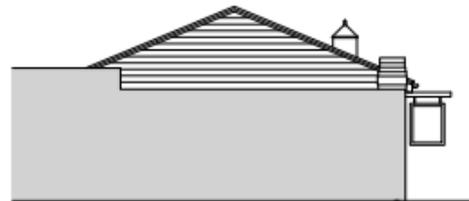
1 : 50 Front Elevation



1 : 50 House Side Elevation



1 : 50 Court Yard Elevation



1 : 50 Side Elevation

General Development Applications

(9/b) Application No: PAP/2022/0577

Rosne, Sandy Lane, Fillongley, Coventry, CV7 8DD

Resubmission of Planning Application PAP/2021/0412 for the erection of a single storey rear extension, for

Mr & Mrs Todd

Introduction

This application is referred to the Board in light of its previous involvement with the site.

The Site

This is a single storey detached bungalow situated on the south-west side of Sandy Lane just south of its junction with the Nuneaton Road. There are other residential properties nearby on the other side of the road, but otherwise the site is in a rural setting. It also has two larger outbuildings within the curtilage.

A location plan is at Appendix A

The Proposal

This comprises a retrospective application to retain a rear single storey extension. It is a sun-room with a width of 3 metres and a length of 7.5 metres and 2.35 metres to its ridge. It is attached to one of the outbuildings by a covered link measuring 2.9 by 3.9 metres

The proposal is at Appendix B

Background

An equivalent application to retain the extension and link was refused in 2021 under reference PAP/2021/0412. A subsequent appeal was dismissed and an Enforcement Notice issued requiring removal by 27/12/22.

This application is a resubmission of the refusal and contains additional information not previously put before the Council or the appeal Inspector in terms of a "fall-back" position in respect of permitted development rights.

Representations

A letter of no objection has been received from a neighbour

Fillongley Parish Council – No objection

Development Plan

North Warwickshire Local Plan 2021 – LP3 (Green Belt); LP29 (Development Considerations) and LP30 (Built Form)

Fillongley Neighbourhood Plan 2018 – FNOP1 (Built Environment)

Other Material Planning Considerations

The National Planning Policy Framework 2021

The Town and Country Planning (General Permitted Development) (England) Order 2015 as amended

Observations

The site is in the Green Belt where the NPPF defines new construction work as inappropriate development. However, extensions may not be inappropriate if they are not disproportionate over the size of the original building. Here it accepted that the existing building on site has been extensively extended over time since it was originally built. The appeal Inspector concluded that the further extension would thus be disproportionate – a cumulative increase of over 125% from the original building. It was thus deemed to be inappropriate development. The appellant advanced no considerations at that time which would clearly outweigh the harm caused by virtue of this inappropriateness and hence the appeal was dismissed.

The starting point in the determination of this resubmission is thus that the proposal is inappropriate development. The onus is on the applicant to advance planning considerations for the Council to assess whether the Green Belt harm can be outweighed.

He has done so by showing in some detail how the extension “off-sets” new floor area that could still be constructed at the bungalow under permitted development – namely two side extensions. His calculations – which are agreed – show that these side extensions would amount to 60 square metres with the present extension and link amounting to 34 square metres. This is shown on Appendix B

This is a planning consideration of significant weight which was not assessed at either the earlier Board meeting or at the appeal stage.

Moreover, due to the location of the rear extension it is considered that the actual Green Belt harm caused to its openness is very limited due to it being within a range of existing built development.

In the knowledge that the applicant is prepared to accept a condition removing further permitted development rights, effectively in exchange for retention of the rear extension, it is considered on balance, that these matters do now outweigh the actual level of Green Belt harm caused.

If the recommendation below is agreed, then the requirements of the Enforcement Notice cannot be implemented as the extension and link would become lawful.

Recommendation

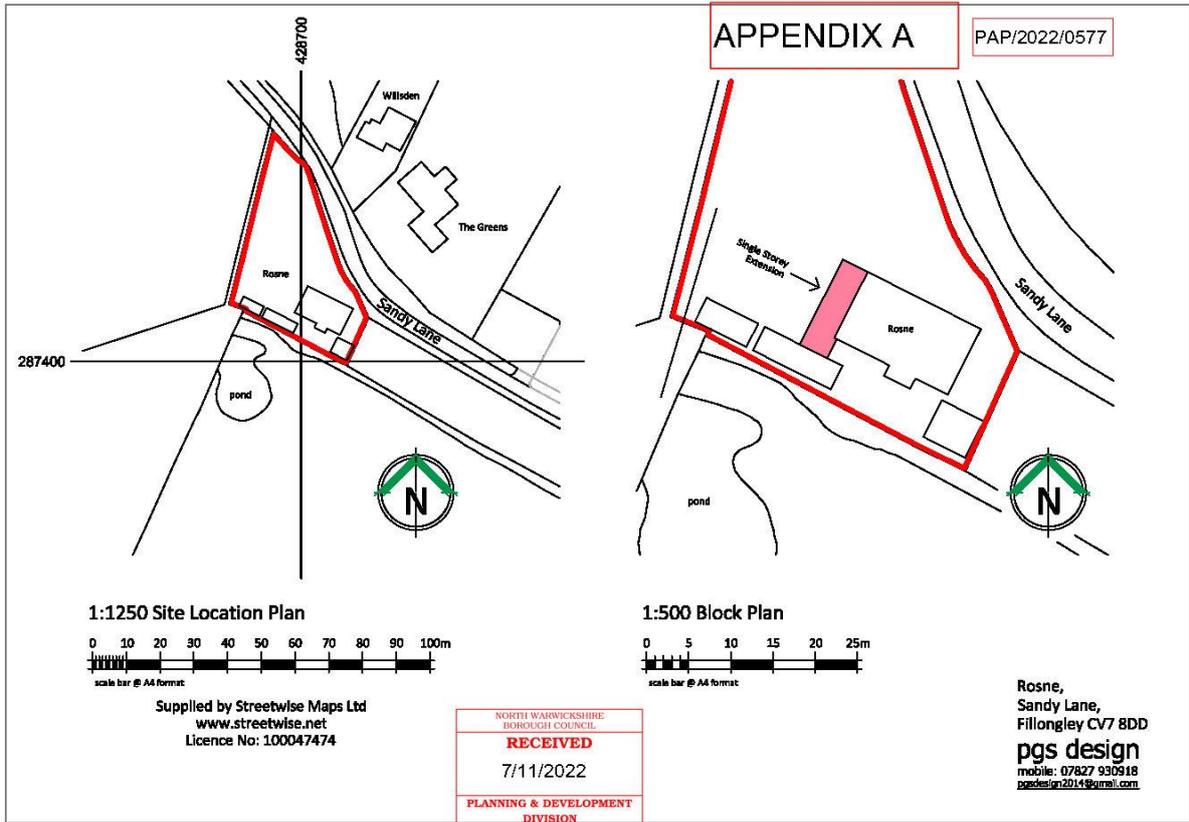
A) That planning permission be **GRANTED** subject to the following conditions:

1. Standard Plan number condition – the Location and Block Plan together with plan number 822/10A all received on 7/11/22.
2. No development within Classes A, AA and B of Part One to Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended or as may be amended shall take place
Reason: In the interests of preserving the openness of the Green Belt given the circumstances at this site.

B) That authority be given to the Head of Legal Services to withdraw the Enforcement Notice relating to this matter from the Register.

Notes:

1. The Local Planning Authority has met the requirements of the National Planning Policy Framework in this case through engaging with the applicant to secure a proposal that could have a positive outcome.

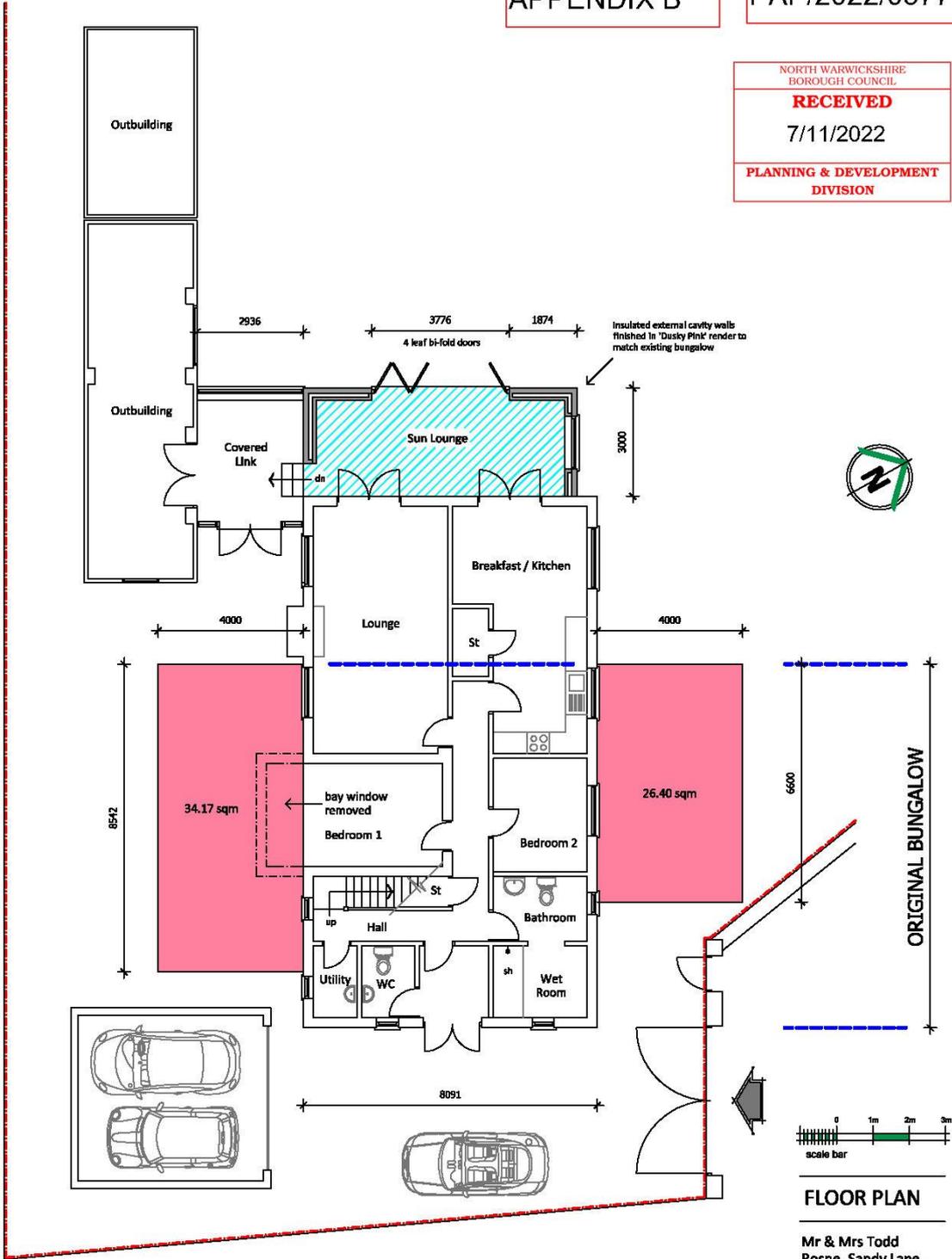


NORTH WARWICKSHIRE
BOROUGH COUNCIL

RECEIVED

7/11/2022

PLANNING & DEVELOPMENT
DIVISION



FLOOR PLAN

Mr & Mrs Todd
Rosne, Sandy Lane,
Fillongley CV7 8DD

dwg no: R22.10A scale: 1:100 (A3) date: Oct 2022

pgs design
mobile: 07827 930918
pgsdesign2014@gmail.com