

Proof of Evidence

Warton Residents Association (Rule 6 Party)

Appeal ref.: APP/R3705/W/25/3371526

Site: Land south of Warton Recreation Ground, Orton Road, Warton

Prepared by: Professor Lawrie Phipps

Date: 3rd November 2025

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Proof of Evidence of Professor Lawrie Phipps

On behalf of Warton Residents Association (Rule 6 Party)

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Site: Land south of Warton Recreation Ground, Orton Road, Warton

A. Author, Instructions and Evidence

I am Professor Lawrie Phipps, resident of Warton. I was instructed by the Warton Residents Association (WRA) to prepare this Proof of Evidence in support of its case opposing the above appeal.

My evidence addresses: (i) the development plan and settlement hierarchy; (ii) proportionality of growth at Warton; (iii) character/landscape; (iv) infrastructure, accessibility and effects on sustainable travel; and (v) local social/community effects.

I understand my duty to the Inquiry and have complied with it.

B. Executive Summary

The proposal is materially at odds with the North Warwickshire Local Plan (2021) strategy for Category 4 settlements. (CD4.1)

The Inspector in the Curlew Close decision (30 June 2023) confirmed that schemes substantially above the usual ~10-unit scale for Warton undermine LP1/LP2. (CD6.5.1)

The appeal site projects into open countryside, compounding recent rapid expansion and eroding rural character. (CD4.3)

Public transport is thin and daytime-oriented; rail is functionally unavailable at Polesworth. (Appendix 1 and Appendix 2)

In the planning balance, the conflict with the development plan is decisive and is not outweighed by material considerations.

C. Procedural Context

On 6 October 2025 North Warwickshire Borough Council resolved that it would have refused permission had it been the determining authority. (CD3.1)

D. Policy Context and Settlement Strategy

The North Warwickshire Local Plan (2021) is the statutory development plan. (CD4.1)

Policy LP2 places Warton in the settlement hierarchy as a Category 4 settlement. Development adjacent to the development boundary is to be considered on its merits and is usually limited to small windfall schemes (around 10 units at any one time), having regard to viability, services and environmental constraints. (CD4.1)

The Plan's strategy to maintain separation between settlements and to manage growth proportionately is reinforced by appeal precedent in the Tamworth–Polesworth corridor (APP/R3705/W/18/3196890) (CD6.5.9)

E. Proportionality and the Role of Warton

Warton is a small rural village with a compact historic core and very limited services.

In Curlew Close (decision 30 June 2023), the Inspector recorded that 28 dwellings would exceed the usual 10 units by more than double and would result in a significant expansion on the outskirts of a small village, finding conflict with LP1 and LP2. I append the certified decision and quoted paragraphs (CD6.5.1).

Housing in Warton shows a rise from a mid-2010s stock of c.500 dwellings to over 800 by 2025 (≈60% increase). (CD4.3)

On that evidence, proposals materially above the usual ~10-unit scale constitute a significant expansion for Warton and undermine the Plan's intent for Category 4 settlements. (CD4.1)

F. Character, Landscape and Separation

The appeal site lies beyond Warton's built edge and would extend development into open countryside, cumulatively eroding rural character in combination with recent growth and beyond the recognised boundary of village as adopted in the Polesworth Parish Council Neighbourhood Plan (CD4.3)

G. Infrastructure and Accessibility

Local services are modest (primary school, convenience shop, club and public house). The Curlew Close Inspector observed that access to a wider range of facilities and jobs would rely on private cars (CD6.5.1).

Buses (Arriva 785/786): the timetable effective 1 February 2025 does not time a stop at “Warton”, but shows sequential times for Polesworth (Ankerside) and Austrey (Main Road) such that any Warton pass-time falls between them. (Appendix 1)

Primary healthcare: the nearest practices Dordon & Polesworth Group Practice (Polesworth site is currently closed with no stated intention to reopen). County network maps show no direct bus from Warton to the nearest surgery, Dordon. (Appendix 1)

Rail: Polesworth station receives one northbound call per day (Mon–Sat) and none southbound. I append the National Rail timetable extract and station calling pattern (Appendix 2).

On the above evidence, additional dwellings would be car-dependent, contrary to LP1/LP2 which seek to focus growth in accessible locations and reduce the need to travel by private car (CD4.1).

H. Community Speedwatch: Road Safety and Traffic Risk (appendix 3)

Data from the Warton Community Speed Watch (WCSW) provides clear evidence that local roads are already operating at unsafe levels. Between October 2024 and October 2025, ten trained volunteers recorded 6,312 vehicles during fifty-nine one-hour sessions, with 157 (2.48%) exceeding the legal speed limit—most at times coinciding with children travelling to and from Nethersole C of E Primary School. While seemingly small, this figure represents a significant danger in a village setting where pedestrians, including young children, share narrow roads with fast-moving traffic.

A separate Warwickshire County Highways survey found around 20,000 vehicles entering Warton each week: over one million annual vehicle movements at current levels. This volume is incompatible with the village’s limited road network and fragile pedestrian safety. Further housing would inevitably increase traffic and the number of speeding incidents, heightening the likelihood of serious accidents.

I. Social and Community Effects – Community Statements

WRA has gathered resident statements describing a range of community impacts including limited integration opportunities, perceived increases in antisocial, and lack of access to infrastructure.

The signed and dated statements can be found in the subsequent appendices.

Specific Issues are detailed below

Recreation ground parking pressure

Existing parking congestion on Church Road already poses safety and accessibility problems, and that further development would exacerbate these risks by adding more vehicles to a road that is already overburdened and poorly suited to additional on-street parking. Attention is especially drawn to the photographic evidence in Appendix 3.1 Briers, who has documented the parking alongside the proposed development on weekends (the sports field is in use throughout the football season for the two village teams. Parking is problematic and potentially dangerous on match days.

Traffic Volumes, Congestion, and Safety

The evidence submitted shows a marked deterioration in traffic conditions following recent developments such as The Hatters, The Hills, and Red Marl Way. Mr and Mrs Briers (2025) record that “speeding traffic is so increased [that] neighbourhood monitoring is required,” and that multiple junctions have seen a rise in accidents. They further note that the mix of speed limits (60 mph, 40 mph, and 30 mph) on Church Road is already “not abided by” (3.1 Briers). Mr Rooke (2025) similarly identifies that through-traffic now uses the village “as a rabbit run to shorten their journey,” resulting in more speeding, pollution, and road wear (3.2 Rooke). The cumulative impact of these traffic increases has degraded the safety and character of the village. Given the limited bus service and lack of railway access, new dwellings would inevitably generate additional private car journeys, compounding congestion and undermining pedestrian and cyclist safety. Mr and Mrs Baines identify recurrent collisions at key junctions (Kisses Barn Lane/Orton Road/Linden Lane; Barn End Road) despite expenditure on warning signs, concluding that lanes lack capacity and no safety improvements have accompanied the growth (3.4 Baines). Mr Mike Holden (long-term cyclist) states that traffic and speed have intensified to the point that he is now discouraged from cycling locally; Speed Watch repeatedly records speeding through the village (3.8 Holden)

Anti-social behaviour and impact

Multiple statements link growth to rising anti-social behaviour, and not allowing the village to grow organically. The cumulative expansion of housing development in Warton has been accompanied by a marked rise in antisocial behaviour, criminal activity, and a deterioration of community cohesion. Long-term residents consistently report that the traditional sense of safety, familiarity, and civic

responsibility once characterising the village has been eroded by overdevelopment and population pressures. Sarah Halden observes a visible increase in antisocial behaviour within the village, noting “drugs being smoked in the park and helium cannisters being littered all over the village” as well as vandalism of fencing to create unauthorised access to the recreation ground (3.6 Halden). She attributes this decline directly to the growing number of new residents and emphasises that community events and public spaces—once well cared for—have become targets for damage and neglect. Her statement underlines the correlation between expansion and social disorder, with community infrastructure struggling to sustain the increased demand and population density.

This pattern is reinforced by the testimony of Stacey Tomkinson, who documents “multiple attempted break-ins and car thefts” and reports feeling personally threatened by offenders, to the extent of fearing for her safety at night (3.14 Tomkinson). Tomkinson associates the escalation in such incidents with the “new builds [on] Red Marl Way,” linking the physical expansion of the settlement to a “massive” increase in local crime. She further highlights antisocial behaviour by groups of youths “riding from the shop down Church Road on bikes and electric scooters, with no lights, head to toe in black all over the road,” posing a danger to pedestrians and residents alike. Her experience of feeling “unsafe for a long time” reflects the wider community anxiety about diminished security and the perceived inaction of local policing.

Mike Holden’s evidence also supports this trend. As an organiser of the Neighbourhood Watch, he identifies a “rise in suspicious and antisocial behaviour,” including drug-related incidents and conflicts surrounding local ebike use (3.8 Holden_2). His description of vandalised safety signage and “unpleasant social media attacks on residents” attempting to promote lawful behaviour demonstrates how antisocial conduct now extends beyond the physical environment to digital spaces, further undermining community harmony.

Julie Holden’s testimony adds a sociocultural dimension to this issue. Having lived in Warton since 1995, she contrasts the earlier “small, safe and friendly community” with the present decline in local engagement, observing that “there is a big deterioration in the levels of local engagement and social interaction” (3.7 Holden). Her account highlights how the expansion of the village has produced social fragmentation, where “many more people do not interact or get involved,” making it increasingly difficult to maintain shared community traditions such as the Warton Carnival.

Allowing further development under these circumstances risks deepening existing problems and permanently altering the character of Warton as a cohesive rural settlement.

Primary healthcare (doctors' surgery) and access to care

In residents' statements it is demonstrated that the existing health care infrastructure in Warton is already under significant strain and cannot support further residential expansion without adversely affecting public well-being. The evidence presented across multiple testimonies illustrates that residents struggle to access basic medical services, particularly general practitioner (GP) appointments, due to both inadequate local provision and the village's dependence on private transport.

Briers state that GP appointments are unavailable and continuity has declined under workload pressures; critically, there is no bus to Dordon Surgery, the only GP practice available to Warton, making residents car-dependent for primary care (3.1 Briers). Mr and Mrs Baines provide detailed patient-journey evidence: a household member with a long-term condition requires regular GP and hospital care, with no practicable public transport to hospitals in Nuneaton (George Eliot), Coventry (UHCW) or Rugby (St Cross). They also explain that Dordon practice treats Warton as "rural" with dispensing from Dordon, and is "very reluctant" to send prescriptions to Polesworth pharmacies—further increasing travel for medicines (3.4 Baines)

Mrs Knight reiterates that doctors cannot cope with growing demand, aligning with other testimonies on capacity and access constraints (3.10 knight).

Charles Richardson provides detailed evidence of the logistical barriers residents face when attempting to access medical care. He notes that "there is no Doctor's surgery which has a direct bus route from this village," with the nearest surgery located in Dordon requiring "a bus to Polesworth and either a wait for a second bus or a 15–20 minute walk to the surgery" (3.12 Richardson_C). His statement outlines the severe time constraints and impracticality of such journeys, particularly for the elderly or those in ill health. Richardson documents that, after 9:50 a.m., no direct services are available, meaning that "leaving Warton for Dordon surgery... can take up to 1 hour and 51 minutes," rendering access to medical appointments "completely inappropriate" for vulnerable patients. The testimony exposes the inequitable nature of local healthcare access and challenges any assumption that public transport can mitigate these barriers.

This theme is reinforced by Chris and Angela Baines, who confirm that “the lack of public transport to the doctors’ surgery in Dordon makes life difficult for those with long term conditions and unable to drive themselves” (3.4 Baines). They further explain that Warton residents are classed as “rural” by Dordon Surgery, which restricts prescription collection to the Dordon dispensary rather than local chemists, forcing residents to “go past the chemists in Polesworth up to Dordon to collect prescriptions.” This policy not only imposes additional travel time but also exacerbates the dependency on private vehicles, disproportionately affecting older adults and those with chronic illnesses. The Baineses describe this arrangement as inflexible and impractical, with the surgery being “very reluctant to agree to send prescriptions to the chemists.”

Further evidence from Stacey Tomkinson illustrates how these pressures manifest in daily life. She reports that “trying to get a doctor’s appointment is almost impossible,” often involving “waiting on the phone for 40 minutes or more” (3.14 Tomkinson). Her testimony conveys widespread frustration among residents regarding the accessibility and responsiveness of local primary care, reflecting the extent to which existing provision is unable to meet population needs.

Taken collectively, these statements indicate that the current healthcare infrastructure in and around Warton is operating at or beyond capacity. The village’s reliance on Dordon Surgery, combined with poor transport connectivity and growing population density, has created systemic barriers to timely and equitable care. For those without access to private vehicles the situation is particularly acute, resulting in potential delays in treatment and a reduced quality of life.

New developments should promote “healthy, inclusive and safe places” and ensure that social infrastructure, including healthcare, keeps pace with housing growth. The testimonies make clear that this standard is not currently being met in Warton. The evidence therefore substantiates the position that further residential development would exacerbate health inequalities, place unsustainable demands on limited medical facilities, and compromise the well-being of both existing and future residents.

Transport

Residents provide consistent and credible evidence that Warton suffers from limited and unreliable public transport, leaving the community overwhelmingly dependent on private cars. Mr and Mrs Briers record that the village has only a bus service running approximately every two hours to Tamworth, with the final return at 17:40, a timetable that precludes commuting or access to evening services. They

emphasise that Church Road lies outside the bus route and therefore receives no gritting in winter conditions, while there is no bus connection to Dordon Surgery, the only GP practice serving Warton. Polesworth railway station, cited by developers as a local link, provides no functional access, as residents must travel by car to Tamworth or Nuneaton to use it (3.1 Briers). Mr and Mrs Baines corroborate this account, adding that Warwickshire County Council's Sustainable Transport Team confirmed that car-free commuting from Warton is not feasible and that the twice-weekly Atherstone bus is impractical for everyday needs (3.4 Baines).

The evidence further shows that the existing road network is operating beyond its design capacity and that highway conditions have worsened with each successive development. Mr Rooke describes a marked rise in traffic volumes and speeding, with drivers using Warton as a "rabbit-run", resulting in accelerated wear, pollution and road danger (3.2 Rooke). Mr and Mrs Briers recall that Church Road was once a quiet rural lane but now experiences frequent flooding and unsafe speeds, despite three speed limits (60 mph, 40 mph and 30 mph) that are "not abided by" (3.1 Briers). They also refer to a collision in which a vehicle struck the church wall after losing control on the flooded section. The Baines statement records recurrent accidents at the Kisses Barn Lane / Orton Road / Linden Lane and Barn End Road junctions, noting that despite the installation of warning signs, no substantive safety improvements have been achieved (3.4 Baines).

Parking pressures compound these transport issues and further undermine highway safety. Mr and Mrs Briers note that drivers must now "manoeuvre around extra parked vehicles, particularly with farm machinery", while Mr Rooke warns that most new households will own two cars, creating inevitable overflow onto narrow village roads (3.1 Briers, 3.2 Rooke). Ms Dalton adds that cars routinely park on blind bends and estate entrances, obstructing visibility and at times preventing residents from accessing their own drives (3.5 Dalton). Collectively, the residents' statements show that Warton's transport network, comprising limited bus and rail services, unsafe walking routes, and congested roads, cannot accommodate further residential growth without materially worsening traffic congestion, parking saturation, and safety risks, all contrary to the principles of sustainable transport set out in national and local planning policy.

School and Transport Accessibility

The Baines_School-Transport (3.3) evidence demonstrates that safe and sustainable school transport is not currently achievable for Warton's children. Chris and Angela Baines explain that free school transport to Polesworth High School is

only maintained because the walking route has been formally judged unsafe. The route requires pupils to cross Church Road within an unlit 60 mph zone immediately adjacent to the appeal site and again at the unlit crossroads of Linden Lane, Orton Road and Kisses Barn Lane, before proceeding up Stipers Hill, which floods regularly (3.3 Baines_School-Transport). In 2017, Warwickshire County Council (WCC) attempted to withdraw this bus provision but conceded, after local and parliamentary intervention, that the route was too hazardous for walking. The Baines statement records that the Leader of WCC has since written to the Secretary of State seeking approval to extend statutory walking distances, an action publicly criticised as “Victorian”, which they interpret as a prelude to reconsidering the village’s entitlement to free transport.

Should the service be withdrawn or converted to a paid scheme, the consequences for both safety and congestion would be considerable. The Baineses note that over one hundred children currently rely on the bus each year, a number expected to rise as new estates are occupied. At £435 per child per year, WCC’s existing charge would make paid travel unaffordable for many households, particularly those in social or affordable housing, forcing parents to drive. They provide past evidence that when a comparable paid service for Warton’s primary pupils was introduced, uptake fell to zero and the bus was cancelled, resulting in higher car use and intensified parking problems around schools (3.3 Baines_School-Transport). This anticipated modal shift from bus to car would add substantially to peak-hour traffic on already congested local routes and at the Market Street / Bridge Street crossroads in Polesworth, a junction repeatedly identified by residents as hazardous (3.4 Baines, 3.1 Briers).

Beyond congestion and safety, the proposed development would deepen the inequity faced by low-income families. If households in affordable dwellings cannot afford a bus pass or own multiple vehicles, they will have no safe or practical means of getting children to secondary school. This situation undermines the concept of Warton as a sustainable settlement and directly conflicts with planning objectives promoting access to education by safe and sustainable modes. When combined with other transport evidence—such as the limited and irregular bus service described by Briers (3.1 Briers) and previously in this statement, and the unsafe cycling and walking conditions noted by Holden (3.8). The village’s transport infrastructure cannot safely accommodate existing educational travel needs, and any additional housing would aggravate an already critical situation.

J. Planning Balance

The proposal conflicts with the development plan read as a whole: it is disproportionate to a Category 4 settlement (LP2), extends into open countryside (contrary to LP1/LP2 and the spatial strategy), and would foster unsustainable, car-dependent travel given the evidenced public transport provision.

The Curlew Close decision confirms that materially larger-than-usual schemes at Warton run contrary to LP1/LP2 and have been resisted at appeal.

No material considerations convincingly outweigh this conflict.

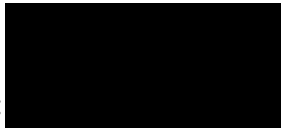
K. Statement of Truth

I confirm that I have made clear which facts and matters in this Proof of Evidence are within my own knowledge and which are from other sources, and I believe the facts I have stated are true.

I have drawn attention to any matters which might affect the validity of this evidence.

I understand my duty to the Inquiry and have complied with it.

Signed:

A black rectangular box redacting the signature of Professor Lawrie Phipps.

Name: Professor Lawrie Phipps

Date: 4 November 2025

Appendices

Appendix 1: Bus Timetable

785/786 Tamworth to Austrey

via Shuttington, Newton Regis, Warton and Polesworth - Valid from Saturday, February 1, 2025 to Friday, January 30, 2026

Monday to Friday - Tamworth Town Centre Corporation St

	786	786	786 ¹	786 ²	786	786
Tamworth Town Centre Corporation St	1040	1240	1440	1440	1620	1740
Amington Monks Way	1050	1250	1450	1450	1630	1750
Stonydelph Sandy Way	1057	1257	1457	1457	1637	1757
Dordon Polesworth School	--	--	1510	--	--	--
Polesworth Ankerside	1107	1307	1515	1507	1647	1807
Austrey Main Road	1122	1322	1530	1522	1702	1822
Shuttington Stores	1133	1333	1540	1533	1713	1833
Amington Monks Way	1140	1340	1547	1540	1720	--
Tamworth Town Centre Corporation St	1150	1350	1557	1550	1730	--

¹ Term Time Only ² Only During School Holidays

Monday to Friday - Tamworth Town Centre Corporation St

	785	785 ¹	785 ²	785
Tamworth Town Centre Corporation St	--	--	--	0920
Amington Monks Way	--	--	--	0930
Shuttington Stores	0655	0735	0750	0937
Austrey Main Road	0704	0749	0759	0947
Polesworth Ankerside	0716	0801	0811	1001
Dordon Polesworth School	--	0816	--	--
Stonydelph Sandy Way	0728	0823	0823	1013
Amington Monks Way	0735	0830	0830	1020
Tamworth Town Centre Corporation St	0745	0840	0840	1030

¹ Term Time Only ² Only During School Holidays

Saturday - Tamworth Town Centre Corporation St

	786	786	786	786	786
Tamworth Town Centre Corporation St	1040	1240	1440	1620	1740
Amington Monks Way	1050	1250	1450	1630	1750
Stonydelph Sandy Way	1057	1257	1457	1637	1757
Polesworth Ankerside	1107	1307	1507	1647	1807
Austrey Main Road	1122	1322	1522	1702	1822
Shuttington Stores	1133	1333	1533	1713	1833
Amington Monks Way	1140	1340	1540	1720	--
Tamworth Town Centre Corporation St	1150	1350	1550	1730	--

Saturday - Tamworth Town Centre Corporation St

	785	785	785
Tamworth Town Centre Corporation St	--	--	0920
Amington Monks Way	--	--	0930
Shuttington Stores	0655	0750	0937
Austrey Main Road	0704	0759	0947
Polesworth Ankerside	0716	0811	1001
Stonydelph Sandy Way	0728	0823	1013
Amington Monks Way	0735	0830	1020
Tamworth Town Centre Corporation St	0745	0840	1030

Appendix 2: Train Timetable



 Live Departures

 Status and Disruptions

 Plan a Journey

 My Travel



 **Avoid travel if possible: major disruption between Carlisle and Preston expected until the end of the day** 

Stations / Polesworth

Polesworth (PSW)

Polesworth station, Orchard Close, Polesworth, Staffordshire, B78 1BX [Open in Google Maps](#)

Station managed by [London Northwestern Railway](#)

 Polesworth station has an extremely sparse train service of only one train, early morning, per day (Monday to Saturday) - and only in one direction (northbound) because the southbound platform is inaccessible.

Transport links 

 [View live departures and arrivals](#)

 **Station accessibility** [>](#)

-  **Step-free access:** Step-free category A: there is step-free access to all platforms
-  [Passenger Assistance meeting points](#)

 **Lifts**

- 

 **Toilets and baby changing** [>](#)

-  Toilets
-  Accessible toilets
-  Changing Places toilets
-  Baby changing

 **Staff assistance** [>](#)

-  **Staff help:** Unavailable
-  [Helpline](#)
-  **Help Points:** Help Points are available inside and outside this station

No PDF timetable available, this is a National Rail Screen Grab (accessed 2 Nov 2025)

Appendix 3: Community Speed Watch, Village Traffic Report

Warton Community Speed Watch (WCSW) was formed in October 2023. It is one of dozens of such groups operating within Warwickshire under the guidance and control of Warwickshire Police's Force Road Safety Officer. The remit of Speedwatch groups is to enhance awareness of road safety with particular reference to speeding as statistics show that speed was a factor in over 56% of fatal road traffic incidents in 2023 in the UK as a whole.

WCSW consists of 10 volunteers, all village residents, who have been vetted and trained by Warwickshire Police to operate a radar speed gun. WCSW monitors the approach roads into the village at various times/days/locations for, usually, an hour at a time. Vehicles that exceed the legal speed limit during these sessions are officially reported to the Force Road Safety Officer's dedicated Community Speedwatch admin team and appropriate action is initiated against the registered keeper.

Comprehensive statistics are maintained by WCSW showing, for example, dates, times and locations of sessions as well as vehicle numbers passing by during each session, together with vehicle details and speeds for those being reported.

Of specific focus for WCSW is the Nethersole C of E Primary School located in the village, especially during the times when children are arriving and leaving school as large numbers of children are either being walked to and from school on village roads or being dropped off by parents driving in and out of the village.

Our records show WCSW has carried out 59 one hour sessions in the year ending 30 October 2025 and of these 48 sessions, i.e, 81%, have been undertaken during either the period leading up to school start time or around school end time.

These sessions recorded a total of 6,312 vehicles passing by (an average of 131 each session) of which 157 were reported as speeding, equating to 2.48% of all vehicles.

On a wider point concerning overall traffic movements within the village, in April 2024 Warwickshire County Highways, at the request of Warton Neighbourhood Watch, carried out a 2 week monitoring exercise of all vehicles entering Warton village by each of the 5 approach roads. WCSW was given the task of analysing the data provided from that exercise.

This showed that roughly 20,000 vehicles a week entered Warton. Even allowing that some of these movements would be double journeys by the same vehicle, e.g

children being dropped off and then collected from school, extrapolating from that figure would give in excess of 1 million vehicle movements in a full year at current levels.

From a road safety point of view we would rather see that number reduced and not added to by more households being established in or on the current village boundaries. More vehicle movements will inevitably mean more speeding vehicles and whilst under 3% may not seem a high figure, it would only take one vehicle losing control at high speed to seriously injure or kill a vulnerable person or child within the village. More houses means more vehicle movements which means more risk.

Lisa Joslin – Lead Volunteer

1 November 2025

Appendix 4: Residents Statements

4.1 Briers

4.2 Rooke

4.3 Baines_School-Transport

4.4 Baines

4.5 Dalton

4.6 Halden

4.7 Holden

4.8 Holden_2

4.9 Iliffe

4.10 Knight

4.11 Oversby

4.12 Richardson_C

4.13 Robinson

4.14 Tomkinson

Appendix 4.1 Briers

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Mr Edwin Briers and Mrs Fiona Briers
- [REDACTED]
- [REDACTED]
- [REDACTED]

2. Consent

- ✓ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.

I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

We have been residents on Church Road since November 1994. Our three children have grown up in this family home, fully involved in all village life, School, Rainbows, Brownies, Dance Classes, Carnival, to our eldest daughter getting married in Warton Church, August 2022. We have seen many changes over the years on the road and within the village, not all good. We are objecting to this current development application due to the experiences we have had and the loss of infrastructure and community we have already witnessed. We feel the only way to demonstrate the changes, particularly on Church Road over the years, is to timeline previous issues, which any further development will impact even further, destroying the environment in which we live.

1994: Moved in, very quiet road, speed 60mph but hardly any traffic, more tractors and Horse Riders than cars. No raised pedestrian path. Walkway would get wet and muddy in bad weather, but road did not flood.

1995/6: Privately funded tidy up of verges and reseeded to promote a more pleasant environment on both sides of the road. This continues, to this day, to be maintained by ourselves, even though it is a council verge.

January 2001: Due to the speed of the road and increasing traffic, application made to change our own agricultural strip of land, adjacent to our own driveway, to residential. This would allow a better turn on the driveway and an in and out driveway, accessing the road forward and with increased safety. March 2001 this was refused. The reasoning given from the council was that as an old hedge would be removed but replanted, the changes would make striking changes and make this part of the countryside less attractive, also that allowing the strip of field

domestic would itself contribute to the erosion of the rural quality of the landscape. Surely a strip of land of approximately 6 metres, planted only with hedge and grass is a positive improvement considering what planning and development we have seen on the road since this time and what development could follow. The point made about the outlook of the village is further infuriating in that we have financially funded and maintained its existence.

Jan 2005: Letter written to Councillor R Meredith highlighting concerns of walking along Church Road on dark nights, avoiding the mud and having to walk on the road with no streetlights.

Nov 2011: The installation of a new kerb and footpath was undertaken along Church Road. Damage was caused to the verges again, continued work caused issues for accessing the path. The installation of this path included drain areas but only fed into the recreation ground, no soak aways were installed to cope with the amount of water that washes off the road, this has since been a big problem as with little places for it to go, very little maintenance, the road floods and causes transport issues and has even seen a vehicle lose control, go off the road and smash into the church wall, knocking a section down. It must be considered that the developments that have already taken place in the surrounding area, have contributed to this issue as more open land and natural resources have been destroyed.

2019: REF:PAP/2019/0236, Maplevale Developments, The Hatters, objections. We expressed our concerns for the road not being able to cope with more traffic or parking, the now 3 speed limits, 60, 40 and 30 on the road, already not abided by, the risk to pedestrians, manoeuvring around extra park vehicles, particularly with farm machinery, infrastructure including drainage, sewers, broadband connections, schooling and doctors already insufficient, the erosion of natural habitats for wildlife. All these remain valid points. The development was undertaken in 2020, continued through COVID restrictions and has caused significant issues with sewers, often smelling badly, extra traffic that has to pull out at a junction with very poor visibility around parked cars. Litter and antisocial behaviour are on the increase, speeding traffic is so increased neighbourhood monitoring is required. The school is full as is the nursery, there are no doctors' appointments.

2020/2021: The Hills and Red Marl Way developments. Caused major disruption to all surrounding roads, have added to traffic, school and nursery place, doctors' availability. There has been an increase in accidents on junctions and increased flooding, particularly on Church Road, with less and less areas for rain to drain to and soak away. The development on Orton Road continues to have numerous properties vacant. If they cannot be sold, why do we need more.

The developers all promote the village as having excellent public transport links. We have a bus approximately every 2 hours into Tamworth but the latest you can go to Tamworth is 16.55 and latest return from Tamworth is 17.40, hardly helpful for work hours. As Church Road is not on the bus route, gritters do not service the road during any ice or snow conditions, making it very

a further caution with increased damage and a further access road off it. The access to Dordon Surgery, now the only available Doctors Surgery for Warton, by bus is non-existent. Polesworth train station advertised as the local station does not provide any local access, this can only be achieved by driving to Tamworth or Nuneaton.

4. Impact on you / the area (brief)

In March 2025 the whole Parish adopted the Neighbourhood plan. This was an important step in Warton Residents having a say in the development that happens in and around the village, this development falls outside that of the agreed village boundary.

This proposed land is and has been, prime agricultural land, used for the consistent production of cereals used in food production. Such land has also benefit for assisting in drainage of rain waters as well as serving as wildlife habitats for birds, bats, reptiles, invertebrates and numerous animal species. We enjoy seeing foxes, badgers, birds in our garden, we know they track from opposite fields, across the road, through our garden to the fields beyond us, this will be hugely impacted.

The impact on our family includes the increase of traffic, often in excess of any of the speed limits. More cars mean more pollution, more parking, less private access, higher chance of accidents. We enjoy seeing many horse riders past our property but fear for their safety with increased traffic and parking limiting the legal requirement for 2 metres distance when passing them. The more developments we have to endure the less dark spaces, more noise and light pollution.

We have noticed over the years the reduced feeling of community. We used to be greeted by all residents in a warm and welcoming way, the more the developments grow, the less interactions happen as original village residents move away. Doctors' appointments are more and more difficult to access. Continuity of doctors is becoming more challenging due to their increased workload and demands. For those with chronic illnesses, this is very difficult.

We notice an increase in anti-social behaviour and littering. There are more incidents that we see for Police to be called to domestic incidents along with increased traffic accidents on our roads and junctions. During local walks the amount of littering has hugely increased, leading to daily litter picks and disposal to maintain our environment.

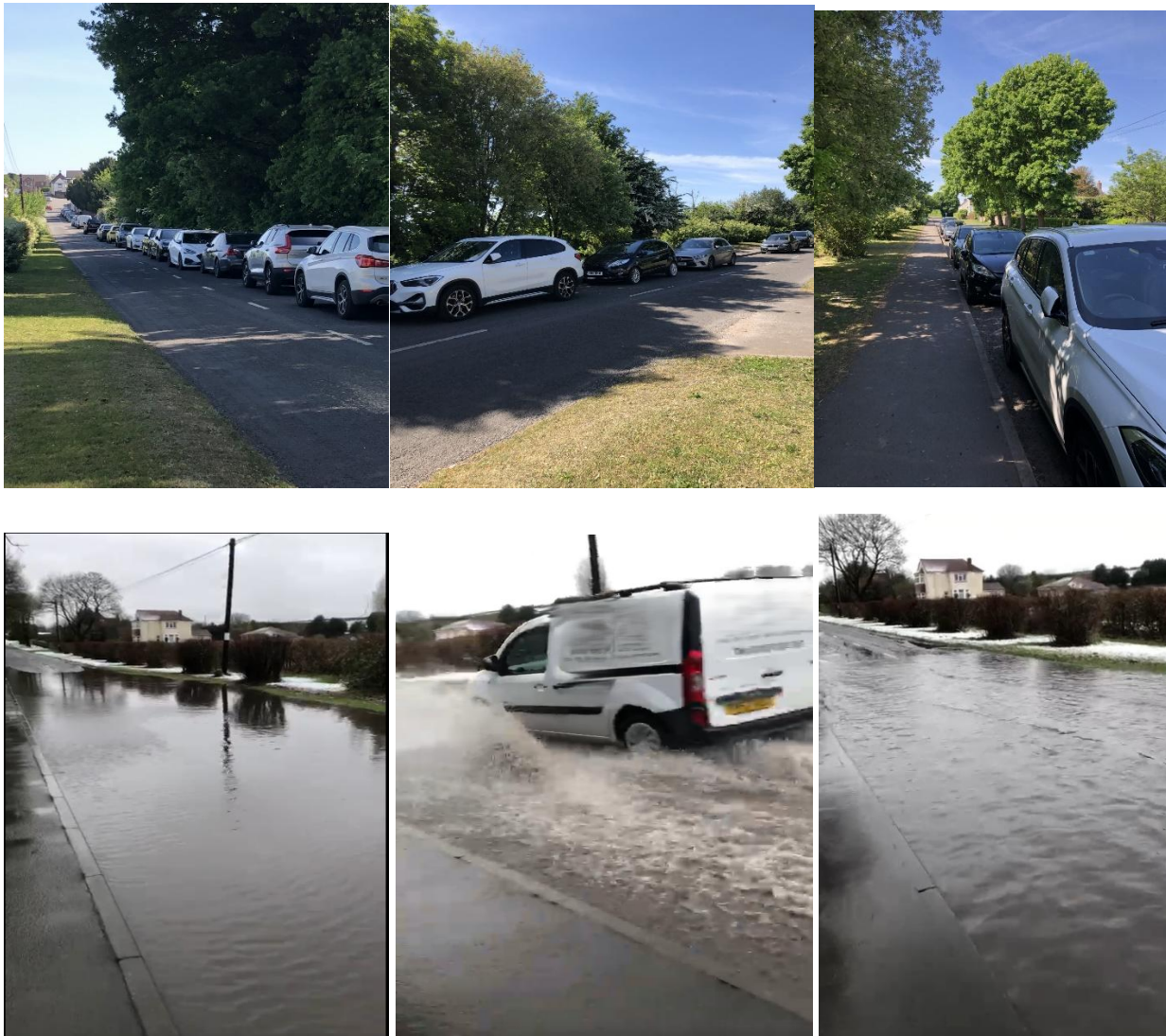
The most noticeable and upsetting observation is from our visiting children. Now that they have moved away to lead their own lives, when visiting they notice that, even though they live in towns and cities, their once safe, quiet, home environment is actually noisier than their own and they know very few residents and meet fewer that even greet them socially.

Overall, the village has met its capacity.

5. Reported to anyone?

✓ ☐ Police ☐ Council ☐ Other: Ref/date (if known): Included within statement.

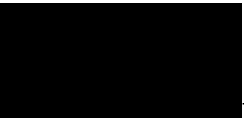
6. Evidence attached (optional)



• Photo/Video: ___Included but is available separately___ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature:  Date: 27/ 10/ 2025_____

Printed name: _____ E Briers_____

Appendix 4.2 Rooke

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- ☐ Full name: [REDACTED]
- ☐ Street (or area): [REDACTED]
- ☐ Postcode: [REDACTED]
- ☐ Email / phone: [REDACTED]

2. Consent

- ☒ X I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☒ X I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

We have seen increased traffic since the last two developments using the roads, as well as outside traffic using the village as a rabbit run to shorten their journey, with this comes great wear and tear on the roads, more pollution and increased speeding due to impatience of the out of village drivers. There is also more out of car rubbish, take away packaging etc. If there wasn't an increased speed issue, there wouldn't be the need for local residents to take to the street on a regular basis to compile statistics on speeding motorists in the local speed watch, being, in my view, self evident.

Specific times and dates are good here

4. Impact on you / the area (brief)

This development entrance will be between our property and our immediate neighbours property, which in turn will make more noise, more light pollution, traffic movements and general day to day disturbance for our homes, acceleration noise, lights flashing through our windows and a higher level of pollution for all the occupants.

From a wider aspect, we do not receive mains facilities, so we do not have mains gas or sewage off take, so its ironic you see fit to extend these services to newcomers to the area, yet this opportunity was not offered to existing rate paying residents. The services must be stretched to the maximum at the moment as the local mains sewage plant is being attended by three to four tankers a day to remove the waste as it is obvious the existing facility cannot cope the the current demand let alone extending the demand with new dwellings

The failing bus services offered to the village do not loan themselves to existing requirements meaning the government push for public transport cannot be implemented in our village falling short again of national requirements

There could well be double the number of cars per household due to most adults having a car each, so where will they all park, and also where will visitors to the new properties park.

We feel there will be an increase in anti social behaviour as well, speeding cars on Church Road, with a possible increase in thefts in the area as new properties bring new opportunities to burglars, and with the police force already stretched and powerless, this does not bode well for existing residents. As the village gets more diluted, the people's willingness to integrate also gets diluted, people will not help if they see a majority of people not getting involved, breeding a culture if they can't be bothered then neither can I

All I can see from this proposal is profit over quality of life

Talk about the impacts of feeling isolated, new people not having time to integrate, lack of services, anti-social behaviours – anything that you feels would get worse if we had more development.

5. Reported to anyone?

☐ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: _____ Date: **01/11/25**
Printed name: XXXXXXXXXX

Appendix 4.3 Baines_School-Transport

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: [REDACTED]
- Street (or area): [REDACTED]
- Postcode: [REDACTED]
- Email / phone: [REDACTED]

2. Consent

- ☒ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☒ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

On Monday 27th October 2025 the Leader of Warwickshire County Council wrote to the Secretary of State for Education (copy below) to seek permission to extend the statutory home to school distances where school transport must be provided. This move was reported by the BBC <https://www.bbc.co.uk/news/articles/cvgv10ey2nno> with the Secretary of State calling it “Victorian”.

Currently free school transport is provided for children over the age of 8 attending school 3 miles away. Warton is just under 3 miles away from Polesworth High School – its catchment senior school – however there is currently free transport provided because the route is not safe for children to walk. It involves crossing Church Rd in the unlit 60mph zone adjacent to the applicant site and then also crossing at the unlit 60 mph zone crossroads of Linden Lane/Orton Rd/ Kisses Barn Lane and proceeding up the unlit Stipers Hill which floods regularly.

In 2017 WCC proposed removing the provision of Warton’s school bus for free, and this led to a long campaign by villagers. The campaign was supported by our then MP (see document below). Eventually WCC conceded that the route is not safe for walking and the free bus continued.

Now, however, it is clear the intention of the WCC Leader is to cut costs, therefore it’s highly likely that provision of the Warton school bus for free will be

reconsidered. The options are likely to be to ask parents to pay for this bus service or that the service is removed entirely.

4. Impact on you / the area (brief)

If the free school bus service is axed by WCC the implications will be substantial. There are over 100 children from Warton that benefit from free transport to the high school each year. This figure is only going to increase with the new estates recently built and this proposed site.

If the service is retained but only for paying passengers the likelihood that parents will pay for a school bus pass is low. WCC currently charges £435 per year for the pass. Many families have more than one child at the high school. The obvious alternative is that parents will be driving their children to the high school. This adds further traffic to the road network, especially the pinch point of the Market St/Bridge St crossroads in Polesworth. The area around the high school has long been recognised as being dangerous due to traffic at the start and end of the school day.

There is also ample evidence that the majority of parents will not pay for school transport. A member of our household was in the last school year to be eligible for free transport to the local Catholic primary school and there was a dedicated bus service for children from Warton. At that point there were approximately 30 children using the bus service as those already at the school remained eligible for the free transport. But once new children had to pay to use the bus no new children used the service. Parents decided that it was cheaper to drive to school. In the end the bus service was withdrawn. At the same time more children went to school by car and parking problems around that school increased.

Apart from the road safety issues and environmental issues this causes, there is another issue of deprivation to be considered. The proposed development includes a significant number of social/affordable homes. These households may have limited access to cars, or jobs which mean they are not able to do school runs making this a wholly unsustainable location for housing.

5. Reported to anyone?

☐ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: _____ Date: // __30/10/25__

Printed name: _____



Cllr George Finch
Shire Hall
Warwick
CV34 4RL

Monday, 27 October 2025

Secretary of State for Education Bridget Phillipson MP,

Re: Home to School Transport

As you are aware, Home to School Transport is an important function delivered by local authorities, but one that is seeing ever increasing and unsustainable costs for many authorities, including my own, Warwickshire County Council.

Warwickshire County Council transports over 10,000 pupils to their education settings, and we have seen our budget for this service increase from £17.9m in 2018/19 to over £50m this financial year. Despite the various steps we are proactively taking to seek to improve efficiencies and minimise costs for the delivery of these services, we anticipate that these costs will rise to around £80m over the next five years. Such cost increases inevitably put pressure on the Council's budget, with potential impacts on the wider delivery of services undertaken by the authority.

We are currently reviewing our home to school transport policy to align our criteria with the Department for Education's Guidance published in 2023, and to ensure that our focus is solely on those with statutory entitlement to transport. Clearly, the current statutory walking distance from school stated in this guidance (three miles for those aged 8 or over, two miles for those aged under 8) has a significant impact on the provision that the Council must provide.

Every area is different, and the distances that pupils must travel to access education settings can vary significantly throughout the country. The rural nature of county councils must be recognised and understood within the context of this guidance. I would therefore like to formally request that local authorities are given the power to have delegated authority to change this statutory eligible walking distance where it makes sense to do so in a local area.

This would provide local authorities with another vital tool to tackle the challenges faced by rising costs of provision, based on local circumstances. The statutory walking distances have not changed in recent years to accommodate structural and infrastructure changes in the country, especially in counties such as Warwickshire where there has been a significant increase of housing.

Analysis undertaken by my officers suggest that by increasing the statutory distance by 1 mile we could reduce our eligible cohort by 8%, and if it was increased by 2 miles the reduction would be by approximately 16%. Clearly, the local authority would assess the potential impacts of such a change, and undertake all necessary public consultations before making any change. However, I currently feel that our hands are tied and we need greater local flexibility to ensure an effective, but efficient, home to school service.

I would welcome your views on the potential to delegate this authority, and would be happy to discuss our challenges with respect to home to school transport with you if you be open to such an invitation.

Yours sincerely,



Cllr George Finch
Leader of Warwickshire County Council



CRAIG TRACEY MP FOR
NORTH WARWICKSHIRE AND BEDWORTH

Home to school transportation consultation- Warton to The Polesworth School.

Warwickshire County are consulting on the reclassification of the free school bus in terms of safety. They wish to change the route from a red to green route, which means that they believe the route is safe to walk with an adult and will take less than 75 minutes to arrive at the school. These changes will begin in September 2019 and will apply to all new starters at the school from this date. The bus will continue to run but Warton Parents will have to pay to use the service as the journey is less than 3 miles from the school. The current cost would be £375 per year, per child.

I have walked the route with families and councillors and feel that this route is not safe for children.

I identified areas where the speed limit is 60 miles per hour, there is little or no lighting and the pathways are unsuitable for safe passage and often flooded. There will also be an impact on traffic congestion around the school site

Interested parties are able to take part in Warwickshire County Council's consultation and you may wish to use these points in your consultation response.

You can respond to the consultation several ways:

- **In writing** – by emailing transportconsultation@warwickshire.gov.uk or by completing and returning a paper copy of the survey to Education Transport Consultation, Saltisford Building 3, Warwickshire County Council, Ansell Way, Warwick, CV34 4UL.
- You can also access the online survey on www.warwickshire.gov.uk/ask
You can request a paper copy of the survey by calling Education Transport on 01926 412929 (Option 1) or by emailing transportconsultation@warwickshire.gov.uk
- Contact your councillors:
 - Andy Wright (your local County Councillor) cllrwright@warwickshire.gov.uk
 - Izzi Seccombe (Leader of WCC) cllrseccombe@warwickshire.gov.uk
 - Colin Hayfield (Portfolio Holder for Education) cllrhayfield@warwickshire.gov.uk
 - Dave Humphries (your local Borough Councillor and Leader of North Warwickshire Borough Council) davehumphreys@northwarks.gov.uk

The closing date for responses to the consultation is midnight on Thursday 2 November 2017.
Routes that have been reclassified as safe are: Warton to Polesworth

Appendix 4.4 Baines

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: [REDACTED]s
- Street (or area): [REDACTED]d
- Postcode: [REDACTED]
- Email / phone: [REDACTED]

2. Consent

- ☒ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☒ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

We have lived in this house for 20 years and our family has been in Warton since before WW2. Over the 20 years living here we have been commuters both travelling to work 30+ miles away, parents ferrying our child to school and after school activities (none of which were available in Warton), and a household with someone with a long term health condition, sometimes unable to drive, requiring regular GP and other health appointments. The only way that we have been able to carry out these things has been with use of our own cars. The idea that Warton is a sustainable village for more development based on the available public transport, services or infrastructure is laughable.

When one of us worked for Warwickshire County Council the Sustainable Transport team offered to provide us with car-free/ public transport routes to work. They then admitted that this was not feasible for travel from Warton.

On occasions where one of our cars has broken down we have had to borrow a car from a relative to enable us to get to work/ activities. Even when we have tried the bus services they are only useful if you wish to travel to Tamworth which is in Staffordshire and in our experience they are unreliable. Living here on the county boundary we use services in Atherstone and also in Leicestershire. The twice weekly service to Atherstone (ie 1 bus at 10am Tue & Fri) with a return an hour or so after drop off doesn't enable us to use this to access those services.

4. Impact on you / the area (brief)

Family and working life in Warton is impossible without access to a car. The bus services do not correspond to work locations or times. While there is a primary school there are still evenings, weekends and holidays when children like to do activities. The small recreation ground has limited interest for most children and this planning application would lead to further loss of playing space here. The only organised activity for children in the village is Brownies which is only open to girls aged 7-10. Scouting, football, dance, swimming and any other youth activities are not available and require lifts by car because buses don't operate at those times or to the locations. There has been a noticeable rise in anti-social behaviour since the resident population has increased.

There is currently a school bus to the High School but cuts to budgets have previously threatened the continuation of this. If children wish to stay after school for sport or other clubs they need a lift by car to get home as the high school is almost 3 miles away down unlit rural (60mph) roads. Additionally, revision lessons before exams are after school. If children can't get lifts home then the lack of transport here puts them at a disadvantage.

The lack of public transport to the doctors' surgery in Dordon makes life difficult for those with long term conditions and unable to drive themselves as they have to rely on family/friends or taxis. In addition, Dordon surgery classes Warton residents as "rural" and our medicines are dispensed from their Dispensary at Dordon. Residents therefore need to go past the chemists in Polesworth up to Dordon to collect prescriptions. In our experience the surgery is VERY reluctant to agree to send prescriptions to the chemists.

With one of our household having a serious long term health condition we have had many hospital appointments. These have been at George Eliot hospital in Nuneaton, UHCW in Coventry, St Cross in Rugby. There is no public transport from Warton to these locations. Therefore hospital appointments require lifts from family, usually requiring time off work. Further, even on a good day it takes at least half an hour to get to the nearest hospital in Nuneaton, in rush hour this can be closer to an hour. The travel time is critical when you have to take an ill child or adult to A&E as we have had to do on several occasions.

Similarly trips to UHCW or St Cross can be very badly affected by traffic on the A5, especially now that many hundred/thousands(?) of new houses have been built around the Nuneaton Long Shoot area.

Closer to home there are very serious impacts of the thousands of extra cars on the lanes in and around Warton. Traffic numbers are affected not just by the expansion here

but also in Austrey, Polesworth & Grendon. The lanes do not have capacity for the increase and no safety improvements have been delivered despite the increase in traffic. This is evident from accident figures at the junction of Kisses Barn Lane/ Orton Rd/Linden Lane. Kisses Barn Lane/Warton Lane itself is still 60mph but is clearly not safe at that speed. The junction of Barn End Rd has had £40,000 spent on flashing warning signs but there are still accidents at that junction.

Warton has already seen more than 300 houses built in the last few years with no benefit to the community accruing. The Local and Neighbourhood plans do not support this application. NWBC's Planning Board has refused the application and we hope that the Planning Inspectorate will support the plan-led process.

5. Reported to anyone?

x County Council Email sent 7/8/2024 (copy of correspondence available if req)

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: _____ Date: // _____

Printed name: _____

Appendix 4.5 Dalton

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: [REDACTED]
- Street (or area): [REDACTED]
- Postcode: [REDACTED]
- Email / phone: [REDACTED]

2. Consent

- ☐✓ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☐✓ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

With the increase of both large and medium house building projects in the village over the last few years has totally changed what was once a friendly supportive village community into to a dormitory village. There is no or very little engagement or willingness of the ‘in-comers’ to engage in village life or community. There appears to be no respect or appreciation of the environment they now live in or their fellow villagers.

4. Impact on you / the area (brief)

- Increase in cars, speeding along narrow roads and ignoring the signs. The increase in cars parking along Maypole Road in front of the shop make turning in and out of the junction of Church extremely difficult and dangerous. It is also tricky for pedestrians trying to cross the road to the shop or on any of the roles through the village.
- Youths on ebikes and on normal bikes doing ‘wheelies’ in the middle of the road and on the footpaths.
- With the increase in village population there has been a marked increase in anti-social behaviour and not respecting the environment in which they are now living in.
- Cars parking in a dangerous and in appropriate manner to drop off and collect children from the village school. Example cars parked around the blind bend of Maypole/Barn End Road making it very difficult for other cars to pass in safety.

- Parent parking on the entrance into road near the school e.g. Ivycroft and Hill Crest Farm Close making it dangerous for the residents of these roads to enter and exit safely and at times unable to park on their own drives.
- Increase in litter on the roads and roadsides/hedges and verges. Discarded fast food cartons, cans, glass bottles, canisters/aerosol. Not to mention the increase of dog fouling footpaths.
- No infrastructure improvements to support the new houses and the subsequent increase in population is causing our existing inadequate basic systems – sewage and water unable to cope, in fact they are failing! The village school has been full for a number of years and even with additional classroom currently being built it is still not going to be able to support the influx of population associated with the proposed building programme.

5. Reported to anyone?

☐ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: _____

Printed name: _____

Date: 1 November 2025

Appendix 4.6 Halden

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Sarah Halden



2. Consent

- ☒ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☐ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

There has been an increase in anti social behaviour with the village. Drugs being smoked in the park and helium cannisters being littered all over the village. The park fencing ha been ripped down by new residents to gain access to the park quicker and just a total disregard for the lovely village we have worked hard to maintain throughout the years

I organise many little events for the child of the village sadly in recents years, posters and art work I have put up have been ripped down. This would never of happened before the increase in village size.

4. Impact on you / the area (brief)

The rapid increase in new housing developments in the area appears to be exacerbating these problems. The growing population has not been matched by improvements to local facilities or community engagement, leading to a noticeable decline in community cohesion. This situation highlights why Warton, as a village, does not need any further housing developments at this time. The existing infrastructure and community resources are already under strain, and further expansion would only intensify these issues.

Overall, the situation is deeply concerning and has had a clear negative impact on residents' ability to use and enjoy the park and village safely.

5. Reported to anyone?

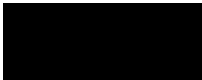
X Police X Council ☐ Other: _____ Ref/date (if known): _____

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: 

Date: 29th October 2025

Printed name: _____

Appendix 4.7 Holden

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: Julie Holden

- Street (or area): [REDACTED]

- Postcode: [REDACTED]

- Email / phone: [REDACTED]

2. Consent

Yes - I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.

- ☐ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

I moved to Warton in April 1995 from a built-up area of Birmingham. I chose Warton as the location for bringing up my family in a rural village location with a small, safe and friendly community and good local engagement/interaction.

As a community, parents and families would generally know each other and look out for each other. Village activities and events would be something that people looked forward to and enjoyed.

I recall popular events such as Christmas parties at the village club (for children and also for pensioners), bonfire/fireworks nights at the now demolished Fox & Dogs pub, fetes at the school and other social gatherings and outings - all well attended and a great way to meet neighbours and raise funds for local causes.

We had 3 pubs and the Club for socialising and serving food. The Hatters (now replaced by housing), The Boot (now The Office with occasional food offerings) and The Fox & Dogs (now replaced by housing). The Club's kitchen was closed down a few years ago. We also had two shops in the village.

I've always put myself forward to get involved in helping with local groups, including Warton Carnival, Neighbourhood Watch and the new Church Maintenance Group.

4. Impact on you / the area (brief)

I have noticed there is a big deterioration in the levels of local engagement and social interaction.

Many people who I got to know when I first moved to Warton have now moved away. From my own street of 17 houses (built and populated in 1995), only 2 are the same residents from when we all moved in - everyone else has left due to changes.

Over recent years the village has grown, with several new estates being added. This has changed the feel of the village and there are many more people who do not interact or get involved. There is now only 1 pub which limits the opportunities for social interaction.

When events are held it can feel like very hard work to get local people's interest. It feels like people just don't care.

One of the reasons I stepped down from chairing Warton Carnival Committee 2 years ago, was the level of apathy from people when it came to finding volunteers to support with marshalling or gate security.

I feel that more new housing developments will further dilute the sense of village community. This will make it even harder for those organising activities to get any sort of local engagement or interest.

5. Reported to anyone?

☐ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____ Not Applicable

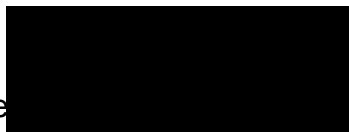
6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____ Not Applicable

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature



Date: 29/10/2025

Printed name: Julie Holden

Appendix 4.8 Holden_2

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: Mike Holden
- Street (or area): [REDACTED]
- Postcode: [REDACTED]
- Email / phone: [REDACTED]

2. Consent

Yes - I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.

- ☐ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

I have lived in Warton since 2003. Traffic has increased, on what are rural routes so significantly that I now feel discouraged from cycling locally, despite being a long-term cyclist. Roads have become dominated by speeding and high-volume car movements. Our local Speed Watch volunteers verify this regularly – drivers are routinely found speeding through the village.

I help to run the Neighbourhood Watch, and we have seen an increase in suspicious and antisocial behaviour. Issues with ebikes and drug-related behaviour have required police involvement. The recent regional ebike enforcement campaign led to vandalised signage and unpleasant social media attacks on residents trying to promote safety. This behaviour is intimidating and divisive.

The character of Warton has altered. It no longer feels like a village where you know your neighbours. With the volume of new residents, it already feels like the traditional culture, identity and cohesion of the community is being lost. The proposed development will be an appendage to the existing community which I believe will not integrate with the rest of the village.

4. Impact on you / the area (brief)

Building more housing will increase traffic further in a village that is effectively a 'car-only' location, and further inhibit the use of sustainable modes of transport. Public transport is extremely limited – the bus service is poor, and the train only runs one way,

meaning car use is unavoidable. More development means more cars, more speed, more risk, and more anonymity and antisocial behaviour.

The situation is already making cycling and community participation less safe and less appealing. The more the village grows, the more these patterns will intensify.

5. Reported to anyone?

☐ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____ Not Applicable

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____ Not Applicable

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

A large black rectangular box redacting the signature.

Signature: _____ Date: 02/11/2025

Printed name: Mike Holden

Appendix 4.9 Iliffe

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: Charlotte Iliffe
- Street (or area): [REDACTED]
- Postcode: [REDACTED]
- Email / phone: [REDACTED]

2. Consent

- ☒ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☐ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

Poor engagement and community togetherness.

4. Impact on you / the area (brief)

Currently I am the lead volunteer for the maintenance group at Holy Trinity Church Warton. We meet monthly to maintain the vast area of land within the grounds of the church. This is a volunteer group only where I have set up a Facebook group to encourage local engagement from those able to come down and support us each month. We have had very limited numbers of volunteers attend over the summer period which is a shame, this shows there is a lack of integration and support as a community within Warton. The village itself is already over capacity, and the church grounds are filling up fast with limited space for continual burials. The condition of the church is depleting with the roof currently in a state of repair being unsafe to use for the public, causing there to be no place of worship in Warton for the community. With continuous development in the area this situation can only get worse with lack of engagement from the current residents in Warton.

5. Reported to anyone?

☐ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: C.Iliffe Date: 22.10.25

Printed name: Charlotte Iliffe

Appendix 4.10 Knight

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

About you

Miss Emily Knight



Consent

I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.

What you saw or experienced

The speed at which the village is growing is scary, access to amenities and essential services such as school/nursery places has and remains a problem, with schools oversubscribed and doctors unable to cope with growing demand on its services. Roads around the village are dangerous again not fit for purpose and will only deteriorate should new proposals for housing be passed!

Impact on you / the area (brief)

Local nursery has only been able to offer 2 days of childcare a lot less than what we need resulting in us travelling further afield. We have a child entering the school system next year and will apply for place at local school – again we're unsure if this will be successful as school is oversubscribed.

Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature:



Date: **28/10/2025**

Printed name: E Knight

Appendix 4.11 Oversby

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Orton Road, Warton)

1. About you

- Alan Oversby

- 
- 
- 
- 

2. Consent

- ☒ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☐ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

Warton has a dedicated and active Community Speedwatch team. It was formed 2 years ago and consists of a 10 strong group of volunteers, all village residents, vetted and trained by Warwickshire Police in the use of a radar speed gun, plus the rules and procedures involved in monitoring vehicle speeds and reporting vehicles in excess of speed limits.

The group usually run 5 or more one hour sessions a month monitoring the traffic flows on village roads. Any vehicles exceeding the legal speed limits are reported officially to Warwickshire police for further action against the drivers concerned. I am a founder member of the group and regularly participate in the monitoring sessions.

One of the roads where we consistently have to report speeders is Church Road where the Richborough development, if it is allowed to go ahead, will have a new entrance/exit to the development. Given the number of houses proposed and recognising how poorly Warton is served by public transport, this is almost certainly going to mean several hundreds of extra vehicle movements daily within the village using, primarily, Church Road.

Our session statistics show that roughly 2.5/3.0% of the typical approximately 120 vehicles an hour travelling on Church Road in peak times exceed the legal speed limit. Whilst this may only equate to an average of 4 vehicles, one must bear in mind it would only take one thoughtlessly driven speeding vehicle to seriously injure or kill an elderly/vulnerable person or young child on Church Road (there is an entrance to the well used village recreation ground on Church Road). It seems to me it is a minor miracle that this hasn't happened already from what I and Speedwatch colleagues have witnessed during past monitoring sessions, let alone when there will be significant additional vehicle movements on Church Road.

One other aspect of road safety that concerns me regarding Church Road and the proposed new development is how vehicles currently enter Church Road from Orton Road. Orton Road has a speed limit of 60 mph and that also still applies on taking the left fork from Orton Road into the start of Church Road. After taking the left fork there is just a few metres before the start of the 40 mph zone leading into the village. This is roughly in the area where the new entrance/exit for the proposed Richborough development will be situated.

Far too many vehicles currently barely slow down on turning into Church Road which, in my opinion, given the closeness of the new access point to the 60 or even 40 mph limit, would create a high risk of collisions with vehicles turning right out of the development onto Church Road.

4. Impact on you / the area

Road Safety is an issue that affects all residents of Warton. Church Road is of particular concern even under present traffic levels let alone what would be a large increase in traffic using Church Road. This is a serious matter that I feel compelled to draw to the attention of the Planning Inspectorate when considering the Richborough application. I will take no pleasure in saying "I told you so" if the application is approved and a serious accident occurs on Church Road near the new access road which results in life changing injuries or a fatality..

5. Reported to anyone?

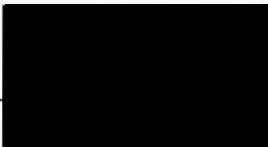
☒ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____

6. Evidence attached (optional)

• Photo/Video: _____ • Other: I have attached a typical report sent to Warwickshire Police after a session on Church Road recently.

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature:  Date: __19/10/2025__

Printed name: __ALAN OVERSBY__

COMMUNITY SPEED WATCH DATA RECORDING SHEET



DATE: 17-09-2025	SITE LOCATION: CHURCH ROAD, WARTON	SPEED LIMIT: 30 40 MPH (delete as req)
SESSION START TIME: 15.30	SESSION END TIME: 16.30	
SESSION TOTAL VEHICLE COUNT: 141	DEVICE TYPE USED: BUSHNELL / LTI ULTRALYTE	
CSW MEMBERS PRESENT: [REDACTED]		

	SPEED	VRM	MAKE MODEL & COLOUR (2 OF 3 REQ)	TIME	ETHNICITY
*	49 mph	[REDACTED]	FORD-WHITE	15.33	
	53 mph	[REDACTED]	RENAULT VAN - WHITE	15.47	
	66 mph	[REDACTED]	BMW - DARK GREY	16.04	
	47 mph	[REDACTED]	FORD - SILVER	16.06	
	48 mph	[REDACTED]	NISSAN - BLUE	16.07	
**	48 mph	[REDACTED]	HYUNDAI - DARK BLUE	16.16	
	51 mph	[REDACTED]	FORD TRANSIT VAN - GREY	16.21	
* PREVIOUSLY REPORTED AS SPEEDING AT 36 MPH ON AUSTREY ROAD, WARTON ON				10/07/24	
** TWICE PREVIOUSLY REPORTED AS SPEEDING: AT 39 MPH ON CHURCH VIEW, WARTON ON				07/05/25	
AND AT 48 MPH ON CHURCH ROAD, WARTON ON				16/05/25	

Ethnic codes: 1 - white Euro, 2 - Dark Euro/Med, 3 - Black Afro/Caribbean, 4 - Asian, 5 - Chinese/Oriental, 6 - Arabic, 0 - unknown

PLEASE COMPLETE IN BLOCK CAPITALS

Appendix 4.12 Richardson_C

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: [REDACTED]
- Street (or area): [REDACTED]
- Postcode: [REDACTED]
- Email / phone: [REDACTED]

2. Consent

- I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. Experience & impact

I am concerned by the lack of public transport for the village of Warton and how this impacts households of the village. The village residents are heavily reliant on owning their own car as the limited public transport makes work, study and basic life tasks almost impossible. I believe new residents to the village are often unprepared for the lack of transport links.

Taking the simple example of a doctors visit- there is no Doctor's surgery which has a direct bus route from this village. Our most local surgery is located in Dordon which requires a bus to Polesworth and either a wait for a second bus or a 15-20 minute walk to the surgery. This service to Polesworth is only available at 7.06am, 8.01am or 9.50am. After this time, there are only 4 further buses to service Warton each day and these pass in the opposite direction (so not passing through Polesworth or anywhere near Dordon) meaning that leaving Warton for Dordon surgery at anytime after 9.50am means taking the bus into Tamworth, waiting for a return service to travel back to Polesworth or Dordon- depending on which bus is taken. This journey takes up to 1 hour and 51 minutes depending on the time of day. This is a completely inappropriate situation for anyone frail or in ill health to deal with to access a medical appointment. I have attached a screen shot of this route for reference showing a mid afternoon trip from the Arriva website.

The lack of public transport also poses a barrier for the young people of our community trying to access post 16 education. The limited public transport means Warton youngsters are disadvantaged when choosing college courses for

their future education. Polesworth 6th form or Tamworth college are the only colleges which can be accessed with a journey on public transport in less than 1 hour. Lichfield college means a commute of 1.5 to 2 hrs each way adding upto 4 hours commute time for a 16-18 year old, which adds huge pressure to their post 16 education and does not provide them with equality amongst their peers.

Other post 16 education providers in the area are in Nuneaton or Hinckley. There is no bus service which would get a child to either of these locations before a 9am start time. The service to Nuneaton requires 2 buses and takes a minimum of 2 hours 10 minutes- arriving after 9am and includes a wait of 50 minutes on Polesworth Bridge at 7.20am where there is no shelter - I do not feel this is suitable for a 16 year old- even without taking into consideration the daily commute time. For NWSLC in Hinckley the journey begins in the same way with a long wait in Polesworth and requires a 3rd bus arriving at college at around 9.45 after a walk from the bus stop. The only public transport options for travel to these 2 colleges with a 9am start time would be a bus followed by either 1 or 2 trains. However, the cost of covering both an Arriva Student Saver bus ticket (minimum £765 per year) plus daily train fair is a huge undertaking for most families supporting children through education and was most certainly unmanageable for us. For a family with no private car this cost would surely be unrealistic.

The other impact which we have experienced extensively using the buses to Lichfield is that the Arriva service is not reliable. Even having paid for the Student Saver bus pass, the services through our village and even at Tamworth and Lichfield could not always be relied upon and on numerous occasions the family car was still needed because the bus was late or simply did not arrive. Without the car the student would have missed large parts of the college day or, on numerous occasions buses ran late leading to connections being missed- or the final return bus didn't arrive. This meant the child would have been left stranded with no way to get back to the village without being collected by car. Again, at 16 years old this is not an appropriate service for a child's education or safety and well- being.

Developers often make mention of public transport links for the village of Warton but the public transport is so limited it cannot be relied upon as an alternative to private car ownership for education, work or appointments and should not be promoted as an advantage for families living in the village.

I believe the facts in the statement are true and based on my own observations.

4. Evidence attached (optional)

arriva [Plan a journey](#) [Services & timetables](#) [Locations](#) [Tickets](#) [Greenline](#) [News](#) [Help](#) [Accessibility](#) [LOCATE ME](#) [Search](#)

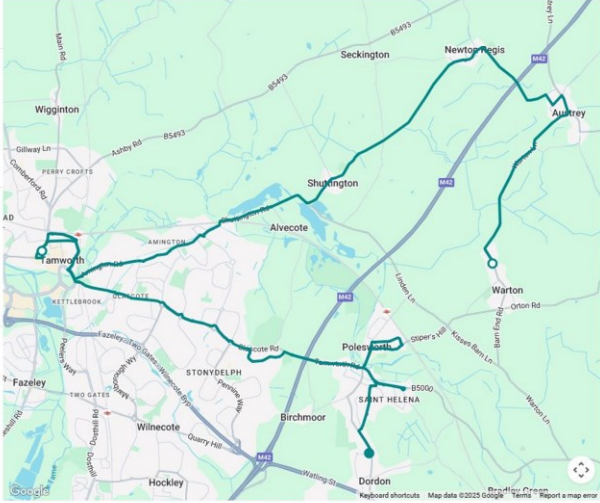
← Warton Waverton Avenue - Dordon Library

Board the **786** bus
Warton Waverton Avenue
Show all 17 stops
Tamworth Town Centre Corporation St

Board the **65** bus
Tamworth Town Centre Corporation St
Show all 31 stops
Dordon Library

1 hr 20 min
Departs 15:16
34 min
15:50
Departs 16:00
36 min
16:36

[Buy tickets](#)



5. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: [REDACTED] Date: **31/10/2025**

Printed name: [REDACTED]

Appendix 4.13 Robinson

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: Michael David Robinson
- Street [REDACTED]
- Postcode: [REDACTED]
- Email / [REDACTED]

2. Consent

- ☒ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☐ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

The rapid increase in new developments has led to a huge increase in traffic in the village. The dangerous speeds that some road users drive has led to many accidents and near misses , especially at the junction of Barn End and Orton Roads

4. Impact on you / the area (brief)

The village is simply not big enough and does not have the infrastructure to deal with any more houses. The construction of these new builds is relentless and will eventually lead to Warton no longer being a village at all. Enough is enough !

5. Reported to anyone?

☐ Police ☐ Council ☐ Other: _____ Ref/date (if known): _____

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature: M Robinson Date: / **27/10/25**

Printed name: Michael Robinson_____

Appnedix 4.14 Tomkinson

Resident Statement

Appeal: APP/R3705/W/25/3371526 (Land south of Warton Recreation Ground, Warton)

1. About you

- Full name: Stacey Tomkinson
- Street (or area): [REDACTED]
- Postcode: [REDACTED]
- Email / phone: [REDACTED]

2. Consent

- ☒ I agree Warton Residents Association (WRA) may use and share this statement for the appeal with the Planning Inspectorate, NWBC and the Appellant.
- ☐ I would like my name kept off public copies (WRA will try to anonymise, but complete anonymity cannot be guaranteed).

3. What you saw or experienced

Multiple attempted break ins and car thefts when I was living on Curlew Close, they woke me up numerous times trying to break into vehicles. This has all been reported to the police there are reports/crime numbers etc. The increase in crime has been massive and only started since the new builds started with Red Marl Way.

Im now on Austrey Rd and my first month of moving in Jan 25, it was the same thing woken up by car thieves dumping stuff out of stolen cars all over the road. Again, there is a police report for this. I was told that the police could take hours to turn up and told to go back to bed!!

Trying to get a doctor's appointment is almost impossible. I now find myself not bothering, sometimes you can be waiting on the phone for 40 minutes or more.

I've seen multiple youths riding from the shop down Church Road on bikes and electric scooters, with no lights, head to toe in black all over the road. My dad is elderly, and he walks his dog on an evening down there, his balance isn't good he could easily get knocked over. Or one of them killed they way they ride around. I'm not a snob I have kids in their 20's they don't behave like this!

There are many parts of the village now that are barely passable in a car because of parked cars.

Dangerous driving around the village is now daily and nightly, cars and bikes racing, sometimes waking me up in the dead of night. We have so many people walking

around the village and with all the extra traffic etc it's a real worry. There are more and more accidents especially at the crossroads.

Drains and Sewage – The village stinks sometimes. You can drive through the village and by Red Marl Way the smell is disgusting. Since moving onto Austrey road we seem to be having similar smells. We regularly jet our own drains.

On the local village groups chats there is a very much an us and them attitude which is only making tensions worse.

4. Impact on you / the area (brief)

I have been threatened by car thieves, promising to throw a brick through my window. This worried me for months. I felt unsafe for a long time I didn't want to sleep just in case they came back. Now I realise I'm best to just ignore them for my own well-being and safety. The local police don't care.

My husband and I moved here from Nuneaton in 2002 with a six-month-old. We wanted to give our family the best chance by living in a nice area, with good schools to give our young family a stable upbringing with lifelong friends. We have always loved the village, parents all looked out for one another's kids, our children could play on the street without worry. There were barely any cars and everyone looked out for each other. If there were any issues, we could speak to one another and all was ok. We looked after our neighbours when needed, it was a real community. We couldn't ask for more. We have in fact moved three times in the village. We are now wondering if we should've moved elsewhere but we have friends and family here. My daughter recently came home from Birmingham Uni and even she was feeling discombobulated by the amount of new people and housing etc.

It would be nice to think that as an original community we could also welcome those families looking for a better start. However, they don't realise that we have no infrastructure, not enough parking, school places, doctors appointments. Nothing to do, the kids get bored. We desperately need more buses! To live here you are forced to use a car.

We seem to also have an influx of criminals in some of the estates (by the Office pub particularly) who have bought nothing but crime and antisocial behaviour.

5. Reported to anyone?

☒ Police ☐ Council ☐ Other: _____ Ref/date (if known): multiple last yr - Jan 25 - Feb 25

6. Evidence attached (optional)

• Photo/Video: _____ • Other: _____

7. Statement of Truth

I believe the facts in this statement are true and based on my own observations.

Signature:  Date: // 20/10/25

Printed name: S M TOMLINSON

