

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback

11 June - 6 August 2016

This report summarises the feedback received during the consultation process. Responses were provided through a combination of leaflet returns, e-mails and direct to the Neighbourhood Plan website.

A total of 91 replies were received with just over 80% indicating either agreement or strong agreement with the policies proposed within the current version of the draft report. Many of the responses covered multiple points on various issues. This report shows all comments by issue type.

An assessment is also included as to which comments might require an update to the next version of the draft report for consideration with the Parish Council.

Level of support for the policies proposed in the draft Neighbourhood Plan				
			Response Percent	Response Total
1	Strongly Agree		58.24%	53
2	Agree		21.98%	20
3	Neutral		14.29%	13
4	Disagree		2.20%	2
5	Strongly Disagree		3.30%	3

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

General

Comment	Proposed action
Many congratulations on producing such a professional and detailed document, including many charming photos of old and new Wellesbourne and Walton.	
I am in full agreement with the report and believe they have addressed all the issues fairly. Overall I feel the report is balanced and practical.	
I think the work done by the team has been very good indeed.	
Congratulations on an excellent presentation of the work so far at the Parish Hall on Saturday the 23rd.	
I was very pleased with my visit to St Peter's Church Centre to see all the details of the Neighbourhood Plan. I was most impressed and send my congratulations to those of you who were involved in preparing all the displayed documents. The presentation of the documents was very well done and contained a great deal of serious interest.	
Thank you all so much for the work and the excellent display. I've learnt so much!	
Very good comprehensive plan. It is a shame the process is so long. Residents have made some very good comments about all areas.	
Thanks to all the residents who have been on the Neighbourhood Plan team to make this happen.	
I don't recall receiving any questionnaire relating to the neighbourhood plan. If others in the village also did not receive one, how can this be representative of the views of the village?	
Overall an excellent document and commend all who participated in its development.	
A very comprehensive report. Those involved in its production are to be congratulated.	
Firstly can I congratulate the team preparing the report both as to the extent of the work, surveys etc undertaken and also preparing a well reasoned and readable report.	
I have enjoyed reading the draft report for the Neighbourhood Plan. Congratulations and thanks to the team for their excellent work. I am amazed at the content and detail and look forward to living in Wellesbourne for the foreseeable future.	
This is a really good report, which captures well the various aspects of life in the villages that need to be taken into account in considering future building and land use. In particular, I agree strongly with the points made on the need to maintain and improve the character, safety, and wellbeing of the village through appropriate planning. I am in agreement with the need for better, and more joined-up, paths and cycle routes. I share the opinion that retaining the core iconic views and 'green wedges' that make the village a village, rather than a big housing estate, is vital in providing a satisfying and healthy place to live. Even with all the development that has occurred, Wellesbourne has	

retained much of its character, and this must be maintained for the benefit of all residents - old and new.	
The Plan has my full support.	
Congratulations on a very well presented and researched plan and the tremendous amount of hard work that has gone into it.	
The Neighbourhood Plan has my support	
Firstly let me say how impressed I am by the thoroughness and depth of the content in this Report. The Committee has done an incredible job. It is difficult to disagree with any aspects of the Report as I find it very balanced throughout.	
Overall the document is excellent and well thought out - thank you to the team who took the time and effort to put this together.	
Well presented, very readable with plenty of good photographs.	
We have read through the draft and we are very impressed with the contents - everything imaginable seems to have been covered. Well done to all those wonderful people who have put this document together.	
Very impressed by the work put in by the team and the clear presentation. It helps to cement a sense of community. How about talks in Village Hall about some aspects that have emerged eg. botanical/ historical?	Talks follow up outside of NDP.
A very well laid out document full of positive and encouraging information but I couldn't find the photographer's name anywhere and surely he/she should be credited, although the picture on p39 could well be re-titled "Sheep with a church tower in the background".	Should we attribute photo's? I think not.
The pictorial record has, for some unknown reason, tended to concentrate on the "prettier" bits ignoring the many eyesores that exist and this is hardly conducive to a balanced visual view of Wellesbourne.	Add some photo's of the "shabbier" areas?
Thank you for all your hard work in putting this Plan together and for allowing me the privilege of an input. More power to your elbow!	
Page 39 Photo – As only the upper part of the tower is visible in this photo, wouldn't it be more appropriate to alter the description to "View across Dog Close to St.Peter's Church", or something similar?	Update descriptor.

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

Green Space / Biodiversity / Historic Environment

Comment	Proposed action
I have been looking at your "green and open spaces" and I notice that the very large green on Hopkins Way is not included. This is a really popular open space used by kids and dog walkers all the time. Why wasn't it included in the list of green open spaces? The much smaller area on Frost Rd has been included.	Extra green space area to be added
I have just spent some time going through the proposed Plan and have a couple of observations that I think need addressing. Item 7.1.1 Green Spaces in Wellesbourne page 36, Map page 37, description page 38 and Policy WW1 page 40. There is careful reference to various Green Spaces around the village but those on Daniel Road and Hopkins Way (map provided) have been omitted and indeed the map on page 37 has been cut short so that they are not even shown. Why have these areas been deliberately ignored? This is particularly important as the only site preferred for development in item 7.2 Housing and Land Use page 59, map page 60 area 1, description page 61 and Policy WW7 on page 62 is the current field to the North East of the existing footpath that runs along and joins these two areas of Green Space. Therefore it is vitally important that they are protected along with the other Green Spaces within the village.	Extra green space area to be added
Whilst the old allotments (left of river path beyond Church Walk to White Bridge) must be a haven for wildlife, I sometimes wonder if they could be re-used, or is flooding too risky? Wellesbourne and Walton are both full of history which must not be lost.	Part of green (open) space area
We like the map showing cherished views around the two villages and also the one of the eco sites, wildlife habitats and ancient woodlands - so necessary to protect them.	
At Policy WW5 it states that Developers are 'encouraged' to assess the impacts upon biodiversity etc. 'Encouraged' places no obligation on developers who can simply ignore the policy. In my view, given the evidence and comments provided in the report, this should be a requirements by developers to assess the impact etc rather than simply encouraging them to do so.	Consider text change?
Retaining the character of both villages to include certain developments and infrastructure changes that could only improve the lives of those living in the area as well as being attractive to new residents and businesses	
Have you verified that the owners of the field shown as plot 3 in the map on page 37 agree to this area being designated as "green space"?	Check confirmation of acceptance for land use.

<p>Please add location for all historical sites (eg, water mill, Roman, Neolithic) on parish leaflets and if possible on street signs</p>	<p>Check with Parish Council</p>
<p>Page 37 –the public open space next to Hopkins Way should be designated "green space".</p>	<p>Extra green space area to be added</p>
<p>Green at Hopkins way in front of Nos 7, 9, 11 are not included as open green space in the document.</p>	<p>Extra green space area to be added</p>
<p>WW1 and WW2: An excellent beginning. You name your green spaces and map them. You demand more land if the allotments are taken, which should probably scare the developers off.</p> <p>WW3 (a) What about giving your conservation area a policy of its own? We should have done this in the Long Compton Neighbourhood Plan. The Core Strategy simply gives conservation areas a lick and a wipe mention in one of its policies, which is not remotely good enough. Your conservation area contains the essential essence of Wellesbourne. It should be preserved at all costs.</p> <p>WW3 (b) What about a list of the listed buildings and a map which numbers them all? You could combine this with a map of the Conservation Area.</p> <p>WW4: What about giving the Green Fingers a policy of their own? We did in the L.C.N.P. And a map, to show exactly where they are and what ground they cover. I would also recommend taking the inverted commas out. These are not "green fingers"; they are Green Fingers. This is for real. Play around with the idea and you might lose them.</p> <p>WW5: "Developers are encouraged to...." No, "Developers should...." "Should", of course, is the strongest word you can use in this direction, but it pretty well has the force of "must". I think you might add a fourth category: The Conservation Area. Make it important.</p> <p>WW6: "The desire". No, this is more than a desire; it is an essential need. Make this absolutely plain. Always be as definite as you can. (a) "retain the different character between..." Be more definite. "maintain the distinctive characters of the two settlements". (c) "preserve every one of the historic sites and monuments...." is surely better.</p>	<p>Current text acceptable. No change</p> <p>Listed buildings already shown in con's area</p> <p>Green fingers already covered adequately and protected from development.</p> <p>Consider text change? SDC guidance on strength of wording?</p> <p>Consider text change?</p>
<p>I am very concerned that the green area on Hopkins Way and also adjacent to Daniel Road along the public footpath has not been included as a green open space. Since this is privately owned it concerns me greatly that it should be protected otherwise we will be constantly in fear of it being sold for development!</p> <p>I hope that it is just an oversight and that it hasn't been deliberately excluded from your list of public open spaces.</p>	<p>Extra green space area to be added</p>
<p>p.16 Open Space. There is no doubt that green open space is beneficial to the health and well-being of people. It is very disappointing that part of Wellesbourne's most central and important open space is to be lost to building.</p> <p>p.16 Agree to provision of benches of an appropriate height for elderly, but have some concerns about siting, anti-social behaviour and vandalism.</p>	

p.41 Support retention of allotments and p.43 Preservation of the Historic Built environment	
WW2 - Could Chedham's Yard be actually mentioned? [on the map]	Map to be changed to show important locations
<p>Allotments - would wish to see existing site retained - regret any suggestion otherwise.</p> <p>Footpaths - maintenance and signage felt to be adequate. Not possible to adapt to disability.</p> <p>Footways - would emphasise the need for a footway along Kineton Road as far as Jubilee Drive: many people walk that way, precariously along the uneven verge.</p> <p>Walton - would stress need for village of Walton to be designated as a conservation area.</p> <p>Hornbeam around Walton - if this is a mistake for the lime avenue to the Hall planted in the 1990's by hotel, would not support retention, it obscures previous clear view of Hall.</p> <p>Kineton Road - never aware, as residents, of speed issues requiring a 2- mph limit!</p>	<p>PC progressing</p> <p>Need to check tree type</p>
<p>Page 16 4.1.1 Third paragraph - Agree it would be appropriate for benches to be of a height suitable for elderly, but also believe that additional benches are likely to increase anti-social behaviour. Fourth paragraph – Idea of community orchard fine in theory, but this too might lead to anti-social behaviour and considerable management problems.</p> <p>Page 17 Footways adjacent to busy roads. Continued development probably requires this, but it further erodes the rural aspect of Wellesbourne "village".</p>	<p>Should we delete Community Orchard? Actually I thought this was already agreed.</p>
Page 38 5. Loss of part of Dog Close to building, even for a medical centre, is regrettable. This is especially so when this is the most important green space within Wellesbourne and great value is attached to the protection and health benefits of green space in this Neighbourhood Plan.	
Page 90 Upgrading footpaths around Wellesbourne will lead to increased parking of vehicles on these areas. More benches will probably give rise to anti-social behaviour and vandalism. A community orchard is likely to present considerable management issues.	<p>Should we delete Community Orchard? Actually I thought this was already agreed.</p>
Page 94: While desirable to widen footways to enable movement of wheelchairs and scooters, it will lead to increased parking of motorised vehicles on these areas.	
Page 99 Water pump outside 7 Church Street. What about sites of other pumps known to have existed in centre of village, e.g. under /near site of flower bed and elsewhere off School Road, Kineton Road, etc.?	Do these pumps still physically exist?

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

Housing

Comment	Proposed action
Brown field should always be considered for development BEFORE any green field. Why is this not being done in Wellesbourne? We are about to loose beautiful farmland together with its deer and other wildlife to a sea of concrete FOREVER. To the people who agree to this, I hope you can live with your conscience.	No designated brownfield
The allotment site should be compulsory purchased by the PC to protect it from any development. The land along the river dene behind Brookside Ave and parallel to Kineton road should be protected from any development and designated a protected flood plain.	
Policy WW10 item (d) uses the phrase: "...does not disrupt the visual amenities of the street scene and incorporates innovative use of materials..." Assuming I have understood the intention correctly, I think this might be better written thus: "....does not DETRACT FROM the visual amenities of the street scene BUT WHICH MAY incorporate innovative use of materials..." This is because (a) the existing wording seems to REQUIRE innovative use of materials (which I doubt was its intention), and (b) because innovative use of materials (which I would in principle support) is quite likely to "disrupt" but need not necessarily "detract from" the visual amenities. Sometimes disruption is good!	Consider text change
<p>Re housing development - the houses being built are not of a style that complement the rural environment but are of the same style and quality that you can see in any urban development. There is far too much development in Wellesbourne and it is fast becoming a town, not a village and that is not why I moved here. There are several towns nearby which provide all the facilities flagged as lacking in Wellesbourne. If people feel the need of those facilities, then maybe they should move to a town.</p> <p>Re social housing and affordable homes for local people, this was implemented in my father's village in Bedfordshire. In reality, and unknown to the village, the people who moved into those houses have no local connection but have been evicted from social housing in neighbouring Northamptonshire and rehomed in a rural Bedfordshire environment. This has resulted in a worsening social problem requiring a permanent police presence due to public disorder offences, domestic violence, vandalism and drugs, as well as providing the village middle school with the dubious honour of having as a former pupil, a 12 year old father. I don't want this for Wellesbourne.</p>	
I don't accept the need for the proposed development area, reference 1 in the Pre-Submission Report, to the north of Wellesbourne in addition to all that which has recently been permitted. That said, any development here should not result in the re-opening of the Warwick Road as a through road between the A429 and the junction of Warwick Road and Charlecote Road (GWS Garage). Providing a vehicular link between the A429 and the junction of	Policy WW7 to be updated based on SDC feedback.

<p>Warwick Road and Charlecote Road would open up Warwick Road as a main arterial route into Wellesbourne, which in turn would irrecoverably change the nature of the residential area comprising Warwick Road, Hammond Green, Frost Road, etc., making it unsafe for residents, especially younger ones, who can currently enjoy recreation in the form of walking, running and cycling in relative safety.</p>	
<p>It makes me very angry to see all the building going on and cutting down trees - what for?</p>	
<p>I wholeheartedly and strongly support the statement that 'the following areas are not supported for housing development: Areas 5, 6 and 7 on the map which are: a) remote from the commercial centre of Wellesbourne b) located to the south of the village, which has already experienced substantial development, and c) characterised by scenic views which would be adversely impacted by housing developments (Ref Warwickshire County Council Landscape report – See Sections 7.1.4 and Appendix F).' Wellesbourne has taken more than its fair share of housing development.</p> <p>Good agricultural land should be safeguarded and more use made of brownfield sites and re-development of redundant buildings throughout Warwickshire. I object strongly to developers offering, and local Government accepting, 'bribes'. Namely, "let us build and we will contribute to a new medical centre". If we had not allowed the influx of additional people due to new houses being built, the existing medical centre would have been adequate.</p>	
<p>I am appalled at the relentless advance of property developments in our area, building on green belt all over South Warwickshire against the wishes of local people. What happened to David Cameron's "BIG SOCIETY" promise in 2010 when local people could override contentious issues?</p>	
<p>No more houses higher than two storey's in the village! Very important to not ruin the character of Wellesbourne village! No more building in the heart of the village. We all know there are plenty of other proposed sites located outside of the beautiful village centre.</p>	<p>Max 2.5 storey's in policy.</p>
<p>We wish to inform you that we strongly disagree with your proposed building development on the field to the north of Wellesbourne. Firstly its on a flood plain, and this development could increase the flood risk, and public policy dictates that they should not build on flood plains. We have recently had to change home insurances because my original company decreed my home is a potential flood risk, and we had to hunt around to get a reasonable cost home insurance. This proposed site will only make getting home insurance worse.</p>	<p>Policy WW7 to be updated based on SDC feedback.</p>
<p>We object to the proposal to locate housing in the field immediately north of Daniell Road and Hopkins Way, which is shown as "Area 1" on the map on page 60 of the draft report. Our reasons for reaching this position are as follows: a) We have seen that this entire field can flood at times of heavy rain and overflow from Newbold Brook. We would therefore dispute what the Environmental Agency indicate as the limit of flood zones 2 and 3 in this area. The Environmental Agency should be challenged on this point. b) Even if is not possible to change the views of the Environmental Agency on the extent of flood zones 2 and 3, the shape of the remaining land in this field would make it illogical to consider any building in the eastern part of the area (the "thin part of the tick shape" as this is so narrow. Instead, this part of the field should be considered as an extension of the green communal space that exists within this area. c) If any housing was to be considered in "Area 1", we believe that this should be restricted to the strip of land along the Old Warwick Road which has more space and immediate access onto a good road that links directly with the</p>	<p>Policy WW7 to be updated based on SDC feedback.</p>

existing housing and beyond that into the centre of the village.	
We think the overall report and what it is trying to achieve is good with the above significant objection	
I wish to raise a concern about the inability of close family to get any sort of priority for housing which would allow them to remain within Wellesbourne. Much effort has been made to secure a local house for my daughter without being able to get any satisfactory assistance from the District Council. In this respect, the proposals shown in the Neighbourhood Plan to give higher priority for people with a local connection for housing allocation are supported.	"Cascade" system already used by SDC. Text to be updated.
Several items were clear in that the developer proposals fail to cohere to a scheme to offer a wide range of housing to support current Wellesbourne resident's needs. More starter homes, provision for the elderly who wish to trade down, insufficient provision for cycle and walking routes - far too many 4 bed homes aimed at dormitory living and car commuting - sucking the life out of the local retailers and businesses.	Covered by housing "mix".
If housing is allowed in area 1 of the Plan, the trees at the top of the "old" Warwick Road (on the right) should be protected.	Policy WW7 to be updated based on SDC feedback.
<p>Potential area for housing (page 60 of the draft report)</p> <ul style="list-style-type: none"> • This field is flood plain and should not be built on. In particular, the area of the field running adjacent to the stream is a concern. This field does regularly flood. • Of particular concern – the land on the right side (east side) of the yellow Y shape along the dotted green line – this section regularly floods (this is the worst area of the entire field for flooding) and water can sit there for many weeks to within 30cm of the dotted green line. We have lived here for 16 years and seen this throughout that time – how can it possibly be marked in yellow? Which individual proposed this? There should be accountability. • Not only will this cause flood risk to the proposed new housing but it will push the water towards the existing housing. The new development may raise land levels which will increase flood risk to existing housing and will also massively increase the amount of hard standing surface which will decrease surface water drainage. • There is evidence of real and significant damage caused by the same watercourse in 1998 when a significant part of the village (including Mordaunt Road area) was flooded due to new development adjoining this watercourse. • There is history of regular flooding in this field adjacent to the culvert under the A429. This culvert appears to be an inadequate size to cope with the amount of water. • Public policy dictates that flood plains should not be built upon. • Wellesbourne has taken far more than its fair share of new housing. 	Policy WW7 to be updated based on SDC feedback.
Concerned re proposed building on adjacent land. Flood risk etc	Policy WW7 to be updated based on SDC feedback.
I also feel that the new houses which are being built are not catering for all needs, and are not allowing first time buyers or young people to stay within the Wellsbourne area as developers are becoming greedy and building as many larger houses as possible, pricing people out of the area. For example, the Equidebt development in Wellsbourne has 1 3 bed house and 6 4 bed houses. How are these going to be accessible to younger people? Yes the development also has 20 apartments but these are over £200k each, which again isn't priced fairly for younger people!	
Development brings its benefits but I feel Wellsbourne needs to slow this down as it is beginning to grow at such a	

<p>rate that the area will soon be unable to cope with the high density of people with such a lack of amenities and access.</p>	
<p>As a resident of Kineton Road I was particularly interested in the proposals for the land to the North and South of the road, especially after the last-minute submission proposing 86 houses on land to the East of the allotments (area 2 on the map associated with Policy WW7). Having read the Report's proposals for future development areas I agree that the N-E area should accept its share of new housing. Area 2 as indicated could be considered suitable for future development after 2031, as stated, but this should happen after proper consultations have taken place at that time.</p>	<p>Proposing to adjust Area 2 use not before 2030 so can be included as part of NDP which goes out to 2031.</p>
<p>In general I am in agreement with most of the plan, but am quite concerned about policy WW9, particularly in the context of the current climate of apparently increasing xenophobia within the country. Giving priority to local residents on all affordable housing does not give an impression of an open and welcoming village, which is what I would like Wellesbourne to be. I would feel more comfortable with this policy if it only gave priority to local residents on a proportion of affordable housing. I feel I would not be able to support this plan if policy WW9 stays as it is, despite being strongly in favour of a plan and in agreement with most of the overall content of this draft plan.</p>	<p>Cascade policy to support local people to remain.</p>
<p>The one area for future housing you suggest is in a higher grade of landscape than one you suggest keeping until 2031. And it's close to already designated flooding land. All the predictions are that flooding will be worse in future, not the same as on current flood levels, so it's asking for trouble to suggest building close to it.</p>	<p>Policy WW7 to be updated based on SDC feedback.</p>
<p>Hope the assurance that building on field behind Daniell Road is not imminent is well founded. How stringent are tests re flood plain effects?</p>	<p>Policy WW7 to be updated based on SDC feedback.</p>
<p>A length of the Kineton Road is testimony to the visually impaired input of the local district planning authority, (I excuse the Parish Council since it has no statutory responsibility) and whilst your report highlights the benefits of trees to the village generally, it makes no mention of the wilful ravaging of the trees surrounding the Equidebt site. They lessened the visual impact of a fairly nondescript building but the subsequent crowding on to the site of several totally incongruous little boxes has completed an act of utter vandalism. The wasteland that greets the eye when turning in to Loxley Road is another area which should be shown to give a more balanced picture. I always thought that planning was the art of assessing future development and its visual impact on the area; a job which Stratford planning department seem totally unable to grasp.</p> <p>The whole question of design standards and costs is largely abandoned in pursuit of "sympathetic to surrounding" and ignores the considerable advances in technology over past years. We wouldn't condone this attitude in any other sphere otherwise we'd still be driving around in Model T Fords. As some architect once wrote, "Nothing, short of mooring a young offender's institution in a leafy garden suburb would bring more opprobrium than daring to propose a well-designed house in Little England." That just about seems to sum up the retrograde attitude to development design and the subsequent cost to those desperate for accommodation. Shanty towns proliferate in other cities across the world – will that be the future when people finally lose patience with a system that denies them the basic need for shelter?</p>	
<p>Page 20 4.2.4 Location of future housing – Even though the North & East of Wellesbourne have been ranked as preferable for future development, in view of land, flooding, commercial considerations and population distribution, I have doubts about these sites being the most appropriate for future building.</p>	<p>Policy WW7 to be updated based on SDC feedback.</p>

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

Airfield

Comment	Proposed action
<p>I would like to support the plan. I very much support the view of the Parish Council and Local Council to retain, improve and enhance the flying facilities at Wellesbourne airfield.</p> <p>In the last ten years Take Flight Aviation have built up a substantial business and are one of the larger operators at the airfield operating sixteen aircraft with fifteen full and part-time direct staff and support further employment in Wellesbourne at the airfield, with air traffic, fire crew, airfield fuel sales, café and on-site aircraft maintenance. Our membership and staff of around 250 pilots and student pilots also support local business in the area in addition to our trial lessons that bring a substantial amount of visitors to the airfield and local area.</p> <p>Wellesbourne airfield is one of the busiest General Aviation airfields in the country and we operate in a neighbourly fashion and with great local support from the Parish and Local Council. The airfield could be improved to offer a centre of excellence for General Aviation and we see our business growing consistently as it has done in the last ten years.</p>	
Retaining and supporting the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield"	
<p>I support retaining and supporting the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield.</p> <p>I think that it is most important that the established flying functions and aviation-related facilities at Wellesbourne Airfield are retained, supported and developed in order to continue the employment opportunities that the airfield provides and the provision of a recreational facility that is enjoyed more widely than by just the pilots.</p>	
<p>I endorse the view that the airfield should not be treated as a redundant brownfield site and that it should be preserved as an amenity for current and future generations. Airfields, by their nature, cannot be replaced once they are gone. The commercial and leisure activities associated with the airfield are part of the life of the area.</p> <p>The airfield also brings visitors from outside the area, who will enjoy the local amenities.</p> <p>The airfield should be retained for flying and the business based there should have the security of knowing they have a future on which to invest and build.</p>	
I endorse the view that the airfield should not be treated as a redundant brownfield site and that it should be	

<p>preserved as an amenity for current and future generations. Airfields, by their nature, cannot be replaced once they are gone. The commercial and leisure activities associated with the airfield are part of the life of the area.</p> <p>The airfield also brings visitors from outside the area, who will enjoy the local amenities.</p> <p>The airfield should be retained for flying and the business based there should have the security of knowing they have a future on which to invest and build.</p>	
<p>"retaining and supporting the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield"</p>	
<p>I look forward to seeing the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield</p>	
<p>I am strongly in favour of retaining and supporting the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield</p>	
<p>Good that the plan retains and supports the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield.</p>	
<p>I have used Wellesbourne Airfield for many years, and it is a valuable asset to the community. I feel that its usage should remain as it is of now. A reasonable number of local people depend on their employment there. It brings in many people from all over the country as it has a well known reputation. It is a green area maintaining the rural environment and any significant development would not be supported by the existing infrastructure. The impact on the village of Wellesbourne with redevelopment of the site would be massive. The flying schools do a good service, especially as with the expansion of the aviation industry and more pilots will be needed. Even some members of the Red Arrows have done their initial training there!</p>	
<p>I realise that as a Leamington resident my views may have no formal force here, but I'm a regular customer of the airfield and therefore care about the plans for this beautiful area. I must say that I'm heartened to see such a thoughtfully prepared and comprehensive document, well done to all involved.</p>	
<p>I've been flying light aircraft from Wellesbourne airfield for nearly 30 years, it forms a large part of my recreational life. To lose it would constitute a major detriment. I keep an aircraft there, finding a replacement location would be very difficult within reasonable distance from home, Coventry airport being significantly more expensive and unable to accommodate all the aircraft currently at Wellesbourne.</p>	
<p>From a personal viewpoint I live near to Birmingham Airport and general aviation is effectively No-Go here so I need to travel and Wellesbourne is the most convenient and suitable airfield for me.</p> <p>On a general point, Wellesbourne is historic, well run and popular with aviators, locals, visitors, motorcyclist rallies etc. which I am sure brings in much investment to the local area, and pleasure to the attendees. It supports many businesses mostly aviation related but not all.</p> <p>If Wellesbourne were to close it would be a very sad day for many; commercially and recreationally. My mind drifts back the closure of Plymouth airport, which although a different size, is now being regretted by many and a fight back is being actioned. Removing facilities is easy, recovery or regeneration is much more complex.</p>	
<p>Wellesbourne airfield has been an airfield for years. It provides jobs and brings people from all over the country and</p>	

world into the local area. It is a great asset to the local area as its one of the best GA airfields in the country and the council should continue to let it be an airfield.	
I fully support any activities that maintains and aids development of the aviation businesses and user groups at Wellesbourne airfield. I am a regular user of the airfield and fly out of there whenever possible. I speak to many people who fly in to visit the area and presume this activity must provide a great additional income source for the local businesses (taxi's, B&B's, hotels, pubs, etc).	
The airfield, as it stands, is a facility that is unique in the region. It is the best for many miles around, and it is highly-regarded by pilots across the country, who fly in and contribute to the economy in the immediate vicinity. In addition, there are long-established flying functions and aviation-based businesses at Wellesbourne. These could not simply relocate - their existence is reliant on an operating, viable airfield. They would close and be lost for good. Houses - within reason - can be built anywhere. Great airfields can't.	
Always loved to fly out of wellesbourne just outside the restricting airspace of Birmingham and a good gateway, therefore retaining and supporting the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield"	
I think the character of Wellesbourne will be preserved by maintaining general aviation at the airfield. To build on the airfield would change Wellesbourne from a village atmosphere to that of a town with overall increase in noise levels from traffic. General aviation and local airfields are an essential part of this countries infrastructure which are under threat by plans to build on them. We all rely on aviation nowadays, and airfields such as Wellesbourne Mountford form as bases for pilot training as well as recreational flying and tourism.	
The report also addresses the historic aspects including the airfield by supporting the Stratford Upon Avon Council strategy of not building new homes and associated infrastructure on the airfield site. This I fully welcome as an owner of a business on the airfield	
retaining and supporting the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield	
It is important that we are retaining and supporting the enhancement of the established flying functions and aviation-related facilities at Wellesbourne Airfield".	
The airfield should definitely stay!	
Encouraging the continued operation and enhancement of the airfield is vital to the business and unique feel of the village.	
The market is not on the perimeter tarmac that's normally found in WW2 airfields. This was removed many years ago. It is in fact on an active runway 23/05 which is closed on market days only.	Consider text change

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

Sports / Leisure

Comment	Proposed action
Larger focus on leisure areas for walking and exercising dogs and cycle ways and foot paths that go through and around the village	
Better footpaths and dropped kerbs are supported but will there be funding?	
<p>I think you need to make it clearer that there was a strong requirement in the village for the specific sports facilities that are hopefully going to be provided by the WSCC. Only the first phase is occurring currently and none of the three most requested facilities are currently funded. It is important that these are noted in the plan - this will then highlight the requirements just in case the phases are delayed/cancelled due to lack of funds.</p> <p>I think that you need to add:</p> <p>Extra wording in para 2 will help also in 4.5.1 would it be possible to add a bit after 77% of respondents felt there was a need for a wider choice of sports facilities within Wellesbourne. This included a Sports Hall, MUGA and tennis courts along with provision of ?</p> <p>To text of 7.3.2 - 2nd para.....It is anticipated that a substantial part of the under provision will be overcome through the development of the new Wellesbourne Sports and Community Centre (WSCC). This will include a new sports hall, multi use games (MUGA) area, and tennis courts (See section 4.5.1). However, further challenges.....</p>	<p>Consider text change</p> <p>Consider text change</p>
We desperately need more sports fields. More priority should be given to this rather than focussing only on the new Sports Hall.	
A possible location for the proposed youth/community hub could be on Mountford Sports Field along the back edge just down from the bowls club	PC to consider options outside NDP
<p>I forgot to ask you to include in WW15 list</p> <p>- the provision of Sports Hall, Tennis courts and MUGA</p> <p>This is to ensure that there would be allocation of funding would be prioritised by the parish council for these requested sports facilities</p>	Consider text change
In addition there are no policies which make direct reference to improving the rights of way, this is an amenity which would help health and well being on our doorstep which should be encouraged. The lack of proper sports facilities doesn't seem to have been covered in the policies including the provision for young people. The tiny extension to	

the football hut is insufficient for the needs of the population.	
I agree that we need more footpaths suitable for all residents.	
Many thanks to the team who have put this together. Particularly pleased to see mention of wider footpaths for wheelchair users	
Would like to see outdoor table tennis for people of all ages	Consider text change?
p.28 Measured Mile. There are far more important demands than provision of a measured mile. People should be able to decide on markers for themselves.	Consider text change on "measured mile"?
Page 28 4.6.5 Isn't it possible for members of the public to make their own calculation of distances? Four times round "The Talbot", along School Road and Kineton Road has always been known to measure about a mile. I do not see a need for anything more elaborate or justification for expenditure on a "measured mile".	Consider text change on "measured mile"?
Page 93 Additional outdoor sports fields will also require additional parking facilities. Prospect of reinstalling skateboard. I don't believe cost is justified in light of all other demands and past vandalism.	
Page 94: Don't believe "measured mile" is necessary.	Consider text change on "measured mile"?

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

Community / Infrastructure

Comment	Proposed action
All developments should contribute more to village costs and infrastructure, and have compulsory large SUDs included to prevent flooding	
<p>I am writing on behalf of 1st Wellesbourne Scout Group. We welcome publication of your findings and will certainly be taking opportunity to meet with the team at upcoming drop in sessions.</p> <p>Since I have taken over as Group Scout Leader we have been reviewing our own Development Plan for a sustainable future and your report findings on lack of provision for Youth groups and open spaces, coupled with growth of Wellesbourne and demand for school places; echo our own juxtaposition of attempting to grow.</p> <p>1st Wellesbourne Scout Group has grown from humble beginnings when the Group was started 8 years ago by Sarah Aston, Wellesbourne School Governor with only 6 Cubs. We now have a full to capacity Beaver (6-8), Cub(8-11) and Scout(11-14) sections. Two weeks ago together with our full team, we took 70 girls and boys away camping. Children of all ages conquered new heights, challenged themselves personally and spent a fun-filled weekend in the woods and fresh air with no electronic gadgets in sight. In coming September we will have a whole family camp for around 140, reinforcing the family and sense of unity and common purpose in Scouting.</p> <p>Our Beaver colony is bursting at the seams with 29 on a waiting list. Some parents put the child's name down at birth, that is truly how over-subscribed we have become. Most of our Scouts at age 14 go onto Explorers and due to lack of a venue they are forced to go across to Kineton as we can't cater for them in our own village. Kineton provides the venue, we provide the Explorer Scouts. Currently 18 former Wellesbourne Scouts are enrolled at Kineton on a total roll of 22.</p> <p>We hear all the time more parents would sign up their children to our Group but they know we have a huge waiting list and are put off. We could and would wish to do so much more for all age groups 6-18 in Wellesbourne.</p> <p>As a Leadership team what we most aspire to is our own Scout Hut.</p> <p>Our primary constraint and inhibitor to growth is we currently lease time at the school who are unable to offer us more sessions. Our leaders have attempted to review land for sale opportunities but all land is priced for housing developers not for charitable growth of a youth community facility.</p>	<p>Make specific reference to needs of cubs/ scouts/guides?</p>

<p>In addition we also lease a storage unit and space for our trailer and can't rent out our marquee for fundraising as we have no place in which to dry it.</p> <p>Lack of Leaders is often perceived to be the issue prohibiting growth, however at the Wellebourne street fair I signed 4 new adult volunteers in one afternoon, proving that there is no lack of support for the tradition of Scouting in our local community.</p> <p>My purpose for writing, is to see if there is any appetite within the Parish Council and Development committee for facilitating and supporting our ambitions for growth. We believe our service offering is in demand within Wellesbourne and is mutually beneficial to the aims of your committee.</p> <p>Our immediate requirement is to be added to the list of interested parties for use of the new Community Building as it becomes available, however we could quickly out grow that too and we recognise that you have many groups wanting to use the same.</p> <p>Near term then we would be interested to identify a plot within the intended development plan we can takeover as our own.</p> <p>We predict we could confidently match the schools growth and add two new Beaver colonies which would soon mature into two additional Cub packs and one extra Scout troop and an Explorer unit. Scout provision could be grown from current 72 places to circa 160.</p> <p>Our Chief Scout, Bear Grylls says: "Every child has the right to an adventure. Life is about grabbing opportunities. The prizes don't always go to the biggest, the best and the strongest - they go to those who persevere. These are simple lessons Scouting teaches us."</p> <p>I feel highly privileged to serve our community as your Group Scout Leader, and would welcome the opportunity to explore these themes further at a follow up meeting.</p>	
<p>More easily accessible and smaller buses in off-peak periods should be serve Wellesbourne and Walton, as well as the surrounding villages.</p>	
<p>One question/item I would be interested in finding a result for is the lack of some form of signage into the village centre itself. As new residents move into the village it is incredible how many don't actually realise what facilities and businesses there are! Surely something can be done. There are quite a few pointing to "Superstore " but unless you actually are down there you're not pointed to the centre. Of course that's if you spot the signs as they are smaller and fastened to the back of the large white "Superstore " signs!</p>	<p>Consider text change</p>
<p>We are also glad to read the comments about Flood Risk Management, though we hope any future development takes into account the pressure on the water courses which in turn could cause an increased flood risk. Perhaps my only comment would be that the purple area along the river Dene on page 75 should be wider as that area is always known as flood plain and surely there should be no development around the sewage works either!!</p>	<p>EA map used to define flood plain limits.</p>
<p>The report also takes the longer term view of structured development whilst maintain a community spirit and</p>	

separate village structures for Wellesbourne and Walton. Again I fully support this aspect.	
I do not believe that there will be enough places at the Primary School to cope with all the new developments. This should be checked.	Consider follow up
In recent times I have begun to feel unsafe around the village. I walk my dog Late at night and have begun to be more wary around the village since in the introduction of more social housing and lack of facilities for young people. There are always kids hanging around the park and I would suggest that increased police facilities should be implemented. The loss of the police station to development is "interesting" as new development now means we should have increased police presence. Please consider adding.	
I am a governor at Wellesbourne Primary School and I believe that a few of the classes for next year are full. We always benefitted from a large diverse but slightly less than maximum class size. At some ages I fear children may soon be unable to be accommodated.	Consider follow up
The provision of a new community hub would be good as a youth club and centre for the elderly. It will be good to have the new medical centre. What will become of the one used now?	
I notice the display mentions "provision of a new community hub". I assume this is the Sports and Community Centre (WSCC). The display also mentions that this would provide a "location for a Youth Club". I have been asking the Parish Council Chair to consider this for years, and more recently I've formally requested talks with the Parish Council about how this would happen. I am the Chair of the Youth Services run by St Peter's Church and we have a restricted fund of £30,000 to equip a Youth Club. I have formally requested that we could have these talks to decide how we could progress together. Despite these repeated requests I have not received confirmation that this request has been presented to the full Parish Council. If the provision of a Youth Club is in the Neighbourhood Plan, I would like the current Youth Services, I and other Youth Groups to be fully involved and considered.	
There is a real need for a dedicated youth building in the village (Kineton has a wonderful Scout hut) - somewhere young people feel they belong. Just having a room in a multi-purpose facility doesn't meet the need - unless it is primarily a youth room that others can hire at certain times. This is focussed more for the young people who don't/can't afford to access scouts/sports etc. By supporting these youth through their turbulent years we limit negative behaviour and help them grow well. The old building by the Village Hall doesn't work because it needs lots of money to do it up and is on a one month let - so not sensible to spend money on.	
Would like to see more amenities for the growing population.	
Primary school needs expansion	Consider follow up
Playground areas are still poor compared to Hampton Lucy and Barford.	
More provision for youth and sports needed. No specific mention of youth in the Plan?	
Our Village Hall is small compared to Kineton facilities and clubs are always looking for premises as all the Centres are busy.	
Recognize that development is subject to the ability of the local primary school to provide places for an enlarged community. However, can or should the ability of nearby secondary schools to provide places for an enlarged community be also be contingent upon development approvals.	Consider follow up

Since the report was prepared there has been a cut in bus services. Buses no longer run along Newbold Road and the first bus in the morning is too late for anyone to use to go to work. Also the afternoon service is also used as a school bus and frequently the buses are too full to take more passengers by the time they reach the shopping centre in Stratford. There is a big gap in the afternoon service. It now takes a lot longer to get to Leamington and it is difficult to reach a railway station or hospital by bus. It can only be described as a partial and deteriorating service. This should be stressed in the report along with the need for improvement.	
Dog dirt is being left in bags and the rubbish thrown on the side-way. We have a beautiful Country - look after it!	
We are both push bikers and safer cycling would be wonderful for us and school children who could cycle to school.	
One thing that seems to be completely missing is any mention of a burial ground. The new area in the Churchyard was funded and is maintained by the Parish Council and administered by the Parish Church – a system that appears to work extremely well. But with the continued increase in population should some consideration be given to planning for future needs given the rate at which the new extension is being filled up?	Consider inclusion of burial site extension?
4.3.1. I am often amazed at the relatively few people who live in Wellesbourne and take part in village life. But this is hardly a new phenomenon, it has been thus for many years although the unwillingness/inability of people to take a part in village life is, as you say, increasing. Regularly there are appeals for help with various enterprises from Neighbourhood Watch to the Youth Services, Volunteer Transport and Guides/Scouts. Even the Parish Council rarely has people clamouring for election. How close we are to being designated a "dormitory village" is anybody's guess. We are lucky in that WWN has a band of dedicated volunteer deliverer's, some who have been with us for over thirty years, and we don't seem to have great deal of trouble in getting more to cater for the new developments. But so many other volunteer organisations suffer because few are willing or able to sacrifice time and energy to help. Some of this may have its root in the legislative burden imposed on organisations such as DBS and so on.	
Page 83 Policy WW16 "for children to attend the existing or an extended/new Wellesbourne Primary School". Further details of what might be envisaged are needed.	Consider text change
Though large scale future development is proposed for Wellesbourne, there seems to be no mention of burial ground. Will increased provision be required?	Consider inclusion of burial site extension?
Page 94 "Presumed that new medical centre will provide adequate capacity...". Will it?	

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

Economy / Jobs / Tourism

Comment	Proposed action
<p>While the need for additional retail outlets and more diversity of outlets is recognised (see 4.7.2) this does not appear to have been reflected fully in the policies. While WW17 refers to retail businesses being retained and encouraged to expand, there is nothing about encouraging the opening of new and diverse retail outlets (although an area for this near Sainsbury's is mentioned, this is not in a policy). I would therefore suggest that WW17 is expanded to encourage the opening of new retail outlets particularly those providing services not currently available in Wellesbourne. This could also be enhanced along similar lines to WW16 by a new policy that developments would only be supported if the existing retail outlets can support the population and diversity of available retail offerings.</p> <p>This is, in my view, a land use rather than simply the add on comment about the precinct on page 95.</p>	
<p>The new Sainsbury's Supermarket will be of the main retail centres for the village. Any further retail development could be centred on this location for "south" Wellesbourne which could satisfy any needs that Dovehouse has. It is now more convenient with the improved bus service and good road access with car parking which is adequate. By comparison, the Precinct has congestion and no expansion in retail is desirable without improvement for parking. It remains to be seen what will happen to the Coop site but that does not have as good road access and therefore retail expansion is not desirable.</p>	
<p>Doctors surgery could be 4 shops instead of 4 houses. More shops are needed and restaurants (Italian, tea and cake café, deli like Shipston has).</p>	
<p>Very good site being proposed for new commercial business area.</p>	
<p>I feel Wellsbourne will soon become over developed. We are lacking the amenities to cope with such a high population - there is such a small amount of shops that they can't possibly cater for the amount of new homes. If Wellsbourne does continue to grow, which I really hope it doesn't, then consideration needs to be made in terms of expanding the 'centre' which in turn may help with the traffic flow as people, such as myself, wouldn't be travelling in and out of the village so frequently to go to other places for shops which I feel need to be built in to the Wellsbourne plan if such expansion is to continue.</p>	
<p>Page 88/99. Why a full page photograph with an annotation for the Vulcan, but a "tiny" (rather dark) photograph of Chedham's Yard without any annotation? Can we suggest there should be, at the very least, equal billing. However to remind you, Chedham's Yard is open to the Public for at least 25 days a year, when the Vulcan is usually just one day!! So as a tourist attraction we could argue Chedham's Yard should have greater billing than the Vulcan!!</p>	<p>Consider additional photo of Chedham's Yard</p>

Walton and Wellesbourne Way Neighbourhood Plan

Analysis of Consultation Feedback: 11 June - 6 August 2016

Parking / Traffic Flow

Comment	Proposed action
Additional parking provision should be considered around the Village Hall, the Recreation Ground, at Dog Close/Bridge Street and on a field along the Newbold Road to alleviate school traffic congestion.	
We should be looking to reduce the reliance of the motor vehicle for trips to school not actively encourage it. Mountford Close has capacity to take and operate school traffic safely. Various County Council and Police safety studies have recorded no major concerns regarding the traffic situation. It is I believe one resident that regularly attends Parish Council meetings reporting gridlock that has forced this issue. This is a falsehood, and I am aware that plenty of time and money has already been wasted being seen to placate this one residents complaints.	
The field suggested was designated of significant environmental significance in the last land surveys for the Core Strategy. Concerns of building a car par on floodplain, and a greenfield site linger. Lighting and security would be paramount for any car park, as would ensuring the area isn't used for illegal practices out of school hours. This would in turn have a detrimental effect of the bordering properties. So concerns loss of flood plain, security, evidence of actual need, and a green field site	
HGVs should immediately be banned from everywhere in the village and all access roads into the village from all directions	
As a professional town planner who has worked in the development plan field it is deeply disturbing that future long-term parking in the village centre and the shopping facilities are not even listed by you. To ignore these and traffic implications is a serious omission on your part.	PC issue or something for the NDP?
Traffic restrictions look a little weak. We need sleeping policemen to slow down cars (forget the lorries!) certainly from Connells to the Co-Op, Bridge Street and Ettington Road.	
The traffic density is awful in Wellesbourne, you cannot park and it will get worse. Please tell the SoA Council enough is enough	
More planned parking. If new medical centre goes ahead great emphasis must be put on the entrance and exit from and into Bridge Street. I feel that the one way system should be retained.	
If present medical centre becomes redundant, will it be considered for extra parking or will it be used for business purposes or yet more building?	
Advise cyclists to ride properly - on the road, not the pavement; also to ride singly and stop riding 2/3/4 abreast. To use hand signals not just swerve or go off the road. Stop racing on our roads by cyclists.	
The photo welcoming safe drivers to Wellesbourne includes a 50 mph speed limit! I suggest that picture needs to	Photo to be changed.

<p>be changed.</p>	
<p>The over dependence on cars generated by the new developments will exacerbate problems in the centre - a fast track pedestrian and bike unfriendly one-way system, need for large amounts of additional parking. Serious consideration should be given to abolishing the one way system and an introduction of a Dutch style traffic calming and pedestrian mixing system. Rather than creating problems of the last century car centred systems Wellesbourne should be aiming to be a leading example of mixed use areas particularly in Bridge Street.</p>	
<p>There were a number of areas identified within the questionnaire responses that do not appear to have been taken into consideration eg transport. There are 8 topics resulting from the questionnaire and only 4 of these topics are covered in the plan? Whilst reference is made to improving infrastructure as a result of new development, traffic has been highlighted as being of significant concern, therefore improved public transport as well as safe cycle links to our local towns is imperative and insufficiently dealt with by the current proposed policies. It is not far for even the non frequent cyclist to cycle to Stratford and Warwick and being able to do so safely would both promote health and well being and reduce the traffic and parking issues in these towns. "Country " roads to Stratford is not enough and there is no safe way to get to Warwick (until you reach barford) (the A429 is dangerous and crying out for a cycleway) this could also help commuting which would also help health and well being and traffic/congestion.</p>	<p>Split between what can be accomplished by NDP vs PC. Need to ensure all "missing" points are covered in Appendix 1 for PC follow up.</p>
<p>The public transport situation for people who want to use it late in the evening is desperate and also needs to be improved as part of any new development.</p>	
<p>Parking behind the Village Hall needs updating. Youth building demolished, the area tarmaced and the spaces lined as spaces opposite the Village Hall and next to the Precinct need to be lined as poor parking means some spaces cannot be used.</p>	
<p>Traffic flow around Mountford Close can be a nightmare at times of school arrival and departure. There is an urgent need to make this road one-way (clockwise).</p>	
<p>The car parks at the Village Hall and in front of the Precinct are typically full of cars that are parked there all day. Something needs to be done! Don't allow the proposed Newbold Road parking area to be taken up by all day parkers.</p>	
<p>It is clear that any development will impact local infrastructure, especially road traffic and specifically HGV traffic through the village and specifically traffic and HGV traffic along Charlcotte and Kineton Roads. Such traffic is a potential safety hazard, creates noise pollution and travels too quickly and should be directed to use alternative routes. The Parish Council should be able to have an impact on reducing such HGV traffic. A consultant group could establish recommendations which could be made currently, with the following suggestions.</p> <p>A) the area around Newbold Road, Kineton Road, and Charlcotte Road with 500 meters of the School should be designated a School Zone with a 20mph speed restriction, improved pedestrian crossings, speed bumps (if necessary) and supported by an enforcement program.</p> <p>B) It is noted that the 2 other entrances to the village a designated 7.5 ton maximum unless delivery. The remaining 3 entrances to the village should be similarly designated, namely Charlcotte, Newbold and Kineton Roads.</p> <p>C) HGV traffic should be actively encourage to obey item B) and to use the the A429 and B4100/Fosse Way to avoid the village. The number of car transporters each morning and evening (presumably traveling to Gaydon), and other HGV traffic, should not be allowed to pass through the village. Suitable alternative routes are available and</p>	

<p>will reduce pollution and increase safety.</p> <p>D) Note that the HGV traffic through the village does not increase local economic activity and is simply a nuisance and will increase in magnitude as the village is enlarged basis the planned and already approved developments</p>	
<p>One area I feel needs emphasis is that to make the village centre vibrant and attract more essential shops, car parking MUST be provided. Not an easy task.</p>	
<p>The traffic flow is already becoming an issue in and out of the village, with HGV vehicles and a vast increase in houses bringing with them at least 2 cars per house hold. More development of the area will only make this worse.</p>	
<p>With Regards Section 4. Additional Parking...The land off Newbold Road and adjacent to the School is Flood Zone 2-3 (Majority) plan make reference of not to develop on this area to avoid increasing pressure on existing village flood defences. The Core Strategy makes reference to no development within 8m of this zone.</p> <p>If a scheme to provide a parking area on this land is mitigated with suitable underground flood storage to make up for the loss of floodplain and increased run off, it leaves a few questions.</p> <p>1/ Anti social behaviour - A car park would need to be suitably secure outside school hours. This area would make an attractive spot for cars to meet up / travellers to camp.</p> <p>2/ Provision for lighting - Can we guarantee light pollution doesn't effect local properties.</p> <p>3/ This area was muted as a high to medium landscape sensitivity in the core strategy, is building on this area in line with this?</p> <p>4/ You will lose a valuable area for local residents to use for recreation / dog walking. Again the river corridor has been mentioned for enhancement / protection with the ultimate aim to increase walking.</p> <p>5/ A car park for school traffic is against planning policy in the way that we should be demonstrating that we are not encouraging driving, but walking to school etc.</p> <p>I think this needs to be thought out, I understand the land was offered by Walton Estates as a planning inducement for the dog close development.</p>	
<p>p.24 Traffic flow. The issues of parking, speeding and traffic flow all need looking at. Chapel Street, School Road and Mountford Close would be appropriate to be made one-way systems.</p>	
<p>The idea of making Mountford Close a 1-way system all of the time is a bit disconcerting when it is only school times the place is "choc-a-block".</p>	
<p>Page 14 Line 12 – "plus the use of a field near the Newbold Road for additional car parking and sports". The Annual Parish Report 2016 referred to the field's use for sports pitches, and a member of the public has since put it to me that the possibility of using the field for use by school traffic has been dropped. Also, in view of the water-logged state of the field earlier this year, it has to be wondered how suitable and usable the field will be for sports pitches or parking? Clarification is needed as soon as possible.</p> <p>Beginning of second paragraph – "actions already being taken have gone a significant way to overcoming the key issues expressed by residents, the Neighbourhood Plan survey established remaining concerns". In my opinion there are still significant concerns.</p>	
<p>Page 24 4.4.1 I think limits on loading/unloading periods for trucks to early morning/late evening is unrealistic, and in any case would be impossible to enforce.</p> <p>4.4.2 Not keen on inclusion of more "chicane" passing points. I think they are dangerous.</p>	

<p>Page 25 Roads within centre of Wellesbourne are not of sufficient width to provide dedicated cycle paths and routes for wheelchairs. Defined parking spaces might be of some benefit, though drivers do not always adhere to markings laid out.</p>	
<p>4.4.3 Parking - The reference to "prolonged stays in front of the primary school" doesn't give a true representation of the traffic position and minimises the overall problems in Mountford Close. While prolonged stays are an issue, there is also a great turnover of vehicles, as one wave of vehicles is usually rapidly replaced by another throughout the day, up until 8 - 9 p.m. or after. Major concerns relate to vehicles meeting head-on on the bends and elsewhere on a daily basis, and the frequent hold ups out of the Close with vehicles backed up beyond the bend where I live, often taking anything from 5 – 20 minutes to clear. This makes it impossible for any other vehicles to come into or leave the Close from this side.</p> <p>The other major problem is that drivers visiting the school have nowhere to turn along the frontage of the school, so resort to using any resident's drive, the staff car park entrance or main gate as a turning point, reverse back to the junction or attempt three-point turns across the road/residents' drives amongst all the traffic leaving the Close. With 300+ pupils at the school, and likely to rise to 400+, this practice is unsatisfactory and totally unreasonable. Further, to assume that all visitors to the school, residents and commercial traffic travel round the Close and in one direction only is completely mistaken. Some drivers bringing children to swimming lessons, football on Saturdays, and collecting children from after school clubs, etc. are often travelling in the opposite direction to all other traffic. The result is chaos and danger for all members of the public.</p>	
<p>Page 26 4.5.1 Roads within Wellesbourne extending to neighbouring villages are not wide enough for running paths</p>	
<p>Pages 34 11. Access to sports and leisure activities and pitches requires considerable parking space too, otherwise surrounding roads, footways and verges will become heavily congested. 12. Maintaining adequate places at the local primary school also requires adequate parking spaces for all vehicles and strict management of traffic.</p>	
<p>Page 35 Traffic flow management and parking around the villages needs to be effective, problems not merely tinkered with.</p>	
<p>Page 92 "Additional parking provision should be consideredon a field along the Newbold Road to alleviate school traffic congestion". Consideration and alleviation is not enough. A solution is required. Review and proposed elimination of one-way system in Church Street/Warwick Road, Wellesbourne. I believe elimination of this system would create far more problems than exist at present. Prospect of new one-way systems in Wellesbourne. Consideration is not enough. Action is required. HGV vehicles should be restricted to early morning/late evening deliveries. Completely impossible to enforce.</p>	
<p>There is also the matter of the new medical centre (4.6) being relocated to Dog Close which will undoubtedly cause even more chaos by vehicles having to cross traffic flows to gain entrance than do the present lorries double parked whilst discharging goods. Why no consideration was given to the Youth Club site (in the same ownership) is a puzzle but it would have enabled the old surgery to remain in use in tandem</p>	