 <p><b>Nuneaton &amp; Bedworth</b> United to Achieve</p>	<p><b>Borough Plan</b> Main Modifications Representation Form</p>	<p>Ref: 4010 /</p> <p>(For official use only)</p>
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Name of the Local Plan to which this representation relates:

Borough Plan Main Modifications
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Please return to Nuneaton and Bedworth Borough Council by 3<sup>rd</sup> December 2018 via:

Email: [planning.policy@nuneatonandbedworth.gov.uk](mailto:planning.policy@nuneatonandbedworth.gov.uk)

Post: Planning Policy Consultation, Town Hall, Coton Road, NUNEATON, CV11 5AA

This form has 2 parts:

**Part A – Personal details**

**Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.**

## Part A

	1. Personal details*	2. Agent's details (if applicable)
Title	MR	
First name	NIGEL	
Last name	BROWNSON	
Job title (where applicable)		
Organisation (where applicable)		
House number		
Street		
Town		
Post code		
Telephone number		
Email address		

3. Which of the following age brackets do you fall within?

Up to 15	
16-19	
20-29	
30-39	
40-49	
50-59	
60-69	
70-79	
80+	

### Part B – Please use a separate sheet for each representation

4. Name or Organisation	
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5. To which main modification does this representation relate?

MMC reference	MMC 28
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6. Do you consider the Borough Plan is:

6.(1) Legally compliant

Yes	
No	<input checked="" type="checkbox"/>

6.(2) Sound

Yes	
No	<input checked="" type="checkbox"/>

Please mark with an 'X' as appropriate

7. Please give details of why you consider the main modifications are not legally compliant or are unsound. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the main modifications, please also use this box to set out your comments.

SEE ATTACHED OVERLEAF
(Continue on a separate sheet / expand box if necessary)

**7. Please give details of why you consider the main modifications are not legally compliant or are unsound. Please be as precise as possible.**

These are the reasons why I object to the proposed widening of School Lane for the purpose of allowing HGV access to the proposed redefinition of Green Belt land to Employment land off Bowling Green Lane (EMP7). This proposal is not sound nor is the associated proposal for EMP7.

**1. Road safety**

School Lane is a partly residential road with some parts of it (towards Bowling Green Lane) being flanked by fields. It is already a busy road especially at commuter times and is widely used by school children accessing Goodyers End Primary School and Ash Green School. These children would be adversely affected by the addition of many more road users, particularly HGV's putting the children at risk. Although the proposal would be to route HGV's down School Lane rather than Bowling Green Lane (where Goodyers End Primary School is located) and Vicarage Lane (where Ash Green School is located) there may be times when there is no other option than to use these routes, for example due to road works or accidents, additionally, should the roads become gridlocked alternative routes will be sought by drivers (and company's ever looking towards productivity). There is also always the possibility of drivers being lost! Many a time I have witnessed HGV's turning around at the junction of School Lane, Bowling Green Lane and Church Lane as they have missed the turning into Bayton Road Industrial Estate.

**2. Environmental impact, air pollution, noise pollution**

Widening the road would have an environmental impact on this semi rural location as well as on air quality. There would also be the added noise nuisance. Would the industrial estate be a 24 hour operation? No information is given on this in the local plan, is there any protection proposed for local residents from the area being used 24 hours and for restrictions on parking outside of the industrial estate which happens at other industrial estates (e.g. Bermuda Park) which causes a nuisance?

**3. Traffic congestion**

The additional HGV use of the road coupled with the proposed additional houses on School Lane (HSG6) and their associated cars would lead to grid lock on this road as the Bayton Road junction could not cope with the additional increase in traffic. The widening of the road would not improve the quality of this junction and there are no proposals within the Borough Plan to upgrade this junction. A recent traffic survey by Exhall Residents Association has shown that traffic would increase by 90%. The proposed cuts in the local bus service will do nothing to help this situation as there will not be a local provision for buses to take car users off the roads. Just the recent development of the Red Kangaroo trampoline park brought so much additional traffic into the area that we experienced major delays at their busy times. Since they suffered the fire this allowed the situation to go back to where we were. This one business has had a very negative effect locally.

**4. EMP7 and the Shy Lowen Horse Sanctuary**

Part of the area that is EMP7 (which the road widening is proposed for) has recently been approved to be a Horse Sanctuary. All of the local people who commented upon this proposal were positive, this was noted at the council meeting as it was said that this was the first time any body could remember a proposal getting only positive comments.

This is what the local people want to happen to the land which is part of EMP 7 and not an industrial estate. If the industrial estate goes ahead the horse sanctuary will not go ahead (despite it already having Council approval). The horse sanctuary would be a more appropriate use of the land and is something which is actually supported by the local people. Shy Lowen should be given assurances that if their sanctuary goes ahead there will be no industrial development beside or near to them.

The character of the School Lane area is semi-rural, it already suffers from traffic congestion, and to turn this into a residential and industrial thoroughfare is grossly unsound and non-compliant. The plan also demands that the intrinsic character and beauty of the countryside be maintained, Green Belt should be exactly that, a belt of green space between the city and rural areas which should not be simply removed from the definition of green belt upon the whim of local politicians. Local people's voices should be heard and should carry more weight than councillors as they are the ones who live in the area.


8. Please set out what modification(s) you consider necessary to make the Borough Plan legally compliant or sound, having regard to the matter you have identified at 7 above where this relates to soundness. You will need to say why this modification will make the Borough Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

<p>SEE ATTACHED OVERLEAF.</p>
<p>(Continue on a separate sheet / expand box if necessary)</p>

**Please note** your representation should cover succinctly all the information, evidence and supporting information necessary to support and justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations.

**After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

9.

Signature: (If you are filling in an electronic copy, please just type your name)	
Date:	28 <sup>th</sup> NOV 2018

**8. Please set out what modification(s) you consider necessary to make the Borough Plan legally compliant or sound, having regard to the matter you have identified at 7 above where this relates to soundness. You will need to say why this modification will make the Borough Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.**

To make this main modification compliant it should be removed from the proposed Borough Plan. The areas which are EMP7 (Bowling Green Lane) and HSG6 (School Lane) should be allowed to remain as Green Belt land. This land is also currently farmed and put to good use. There is no need for an Industrial Estate at EMP 7 as other brownfield sites are available and there are still unused spaces within Bayton Road Industrial estate and Bermuda Park Industrial estates. The widening of School Lane to allow easier HGV access will have too great an environmental impact on people living in the area. The local road infrastructure has been shown to be inadequate and this would not be a simple fix to widen one road as the roads in the surrounding areas are also insufficient to cope with a increase in traffic.

This is a semi-rural area and to change this would be to go against the whole point of protecting Green Belt land.

If the council wishes to continue with this plan there must be substantial spending on things in the local area which in some cases need to be done now but they are not able to spend the money. It would be unrealistic to say that traffic will only approach along School Lane, we live in a world where people get things wrong from time to time and drivers will find that they can approach this proposed estate from the double traffic island at Goodyers End Lane where the Cross Keys Public house stands. This is a tight route which passes the only way into the primary school for children. This whole route is currently a danger for children going to and from school as the road here is just not wide enough and there is no room here to widen it. There is a path along one side of the road leading towards School Lane, this path is regularly used by vehicles large and small driving with their wheels upon the path and forcing pedestrians to squeeze against a thorny hedge which is also full of stinging nettles which when they are at their full height flop across the narrow parts of the path causing people to walk precariously by the road balancing on the kerb or actually on the road. There is also a drain cover along this path which is collapsing and if you don't know it is there you could break an ankle, particularly in the dark. The trees along this route also need to be pruned as the branches reach out right across the road and they are large and heavy when they fall. Some branches came down a while ago and they would have crushed a car because of the size and weight of them. Just good fortune that when they fell nothing was hit. Now there is the matter of traffic which could approach from the other side of the proposed junction at the bottom of School Lane. As mentioned before drivers will use other approaches and at this moment in time I think that there are no measures to prohibit goods vehicles on any of the approach roads to the suggested new junction, therefore it is likely that vehicles of all shapes and sizes will be drawn into the surrounding roads and once again we have another school which is already a pinch point in the road. This is Ash Green Academy and there are two ways for children to get into this school, the main gate is on Ash Green Lane which is not really suitable for Large Goods Vehicles, especially in larger numbers than we already get. I see a great many foreign registered articulated vehicles using these roads now along with those registered in the UK.

The point I am making is that the roads need to be either upgraded to receive the current size and weight of traffic or restrictions such as a 7.5 Ton weight limit should be placed on the surrounding area. This appears to be the cheapest option and safest for the school children. Three road signs placed at the following positions, the junction of School Lane at the traffic lights on Coventry Road. The double traffic island near to the Cross Keys Public House and the last at the junction where Vicarage Lane meets Ash Green Lane. This would leave the roads where children must go to school in this area in a safer condition. The other already existing entrance to Ash Green which I avoided mention of until now would then be within a protected weight zone.

Moving on to the widening of School Lane, I want to remind people that the road had to be closed for a considerable time whilst repairs were done to the bridge. Money has already been spent on this bridge and it does not have much scope for widening in its current form. The cost of another bridge would be necessary and this would further impact on the dual carriageway A444 which it crosses over within a few hundred yards of Junction 3 of the M6 motorway. The impact on the traffic in the area when this road (A444) is closed as it has been on occasions due to accidents is nose to tail grid lock. The local residents would have to go through the disturbance of the removal of the bridge and the road closure associated with it and until the new bridge is in place and finished. Too long a time and because the A444 needs to be closed for the safety of road users twice once to remove it and once to replace it and one of the options they use is School Lane but it won't be open because there would not be a bridge for a time. Further down School Lane at the junction with Bowling Green Road and Church Lane there is a very large underground chamber which contains thousands of telephone cables. The cost of moving this or reinforcing it would need to be considered. Most likely it would need to be re-located as engineers have to work in there when there is a problem, recently the cover was thrown down into the chamber which the telephone engineers had to repair and also reconnect something over three thousand telephone wires. This could not be done until thousands of gallons of water had been pumped out. Beside this chamber runs a drain of unknown purpose and near to it is another manhole cover of unknown purpose. Whatever these services are they need to be relocated or protected from a road running above them. In this same location which is where the proposed entry route to EMP7 is suggested some form of a pedestrian crossing is needed to allow a safe way to cross the road as this lies on a direct route between Ash Green Academy and Goodyers End Primary School, it is already difficult to cross this road here and within 100 yards of this position I know of three fatal accidents not to mention those which result in no or only minor injuries. These have all happened with the road as it is now.

Please extract from this the risks we currently face which are completely unnecessary and deal with them as a matter of urgency as now I know the council has been informed they cannot say later we were not told of this, thank you.