

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

CONSULTATION STATEMENT MARCH 2019

WHAT IS AN NDP?

N = NEIGHBOURHOOD



FACILITIES



PEOPLE



BUSINESSES

D = DEVELOPMENT



AMENITIES



INFRASTRUCTURE



HOUSING

P = PLAN



IDEAS



OPINIONS



REFERENDUM

BALSALL PARISH



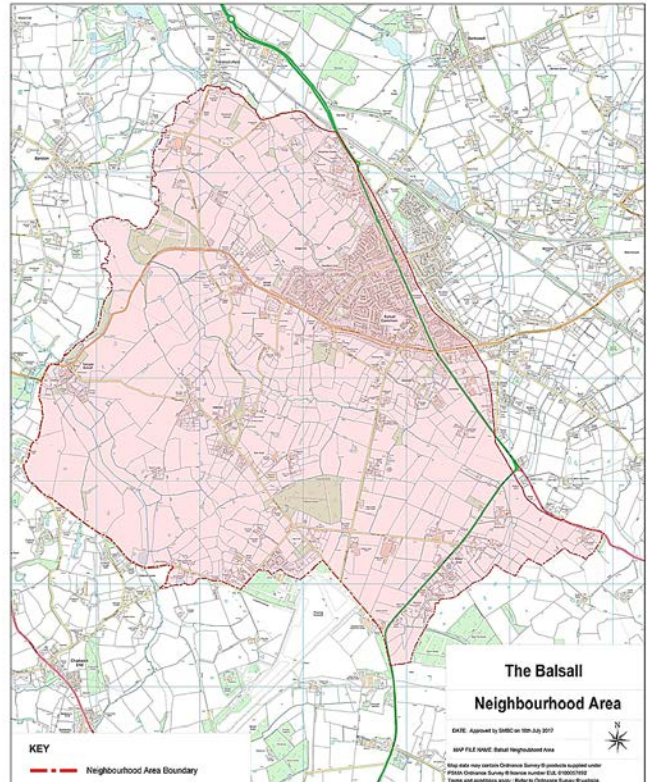
BALSALL COMMON



TEMPLE BALSALL



FEN END
MEER END



Supporting Our Community

BALSALL PARISH COUNCIL



BALSALLNDP@GMAIL.COM



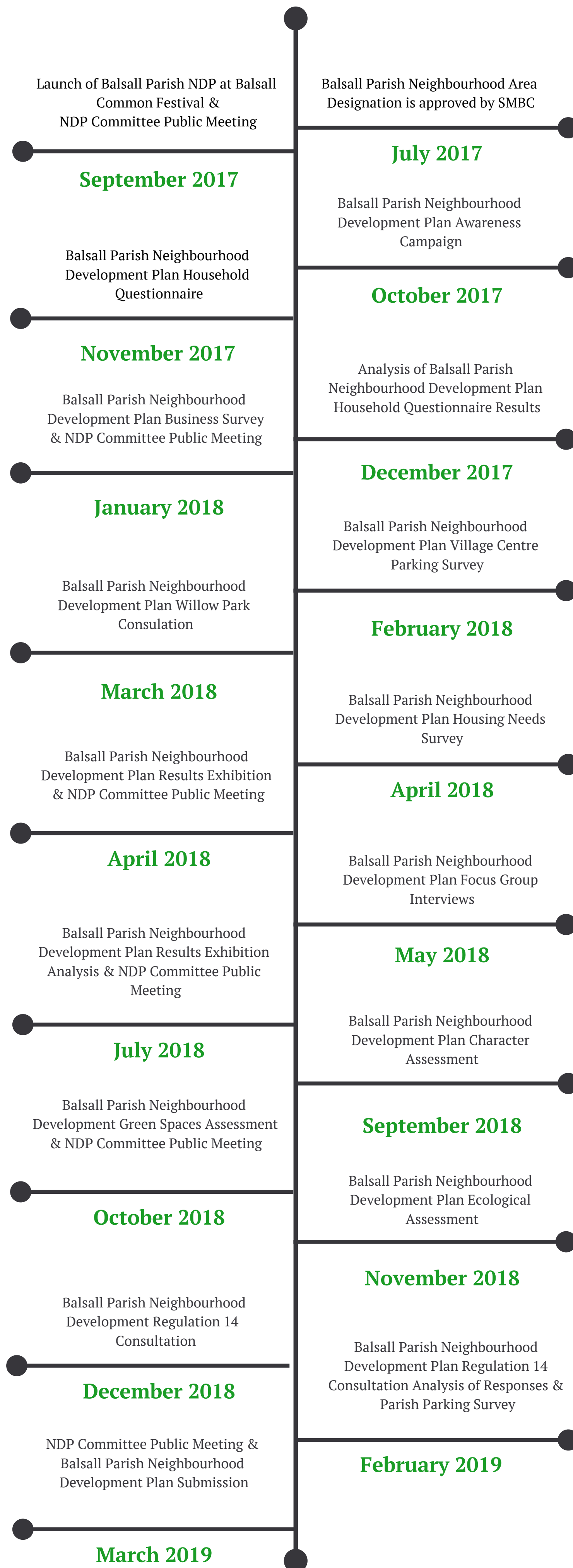


Balsall Parish Neighbourhood Development Plan - Consultation Statement

1. Overview

- 1.1 During the plan making process there was a recognition amongst the members of the Neighbourhood Development Plan Committee that a digital communication strategy would be needed to ensure that the Balsall Parish Neighbourhood Development Plan accurately reflected the development needs and ambitions of the whole community for its parish. The implementation of the digital strategy helped the parish council to engage fully with its community, informing and empowering individuals and groups based within the parish and the Balsall Common area to have their say upon how their community is to be developed.
- 1.2 The new digital approach to communication was coupled with the existing traditional methods utilised by Balsall Parish Council (e.g. notice board updates within the parish, Parish Council Meetings, notices within The Bugle (local quarterly community magazine) and The Communicator (email newflash produced by the Balsall Common Residents Association) and updates to the Balsall Common Residents Association) were maintained throughout the plan making process. In addition, Balsall Common Library housed a display explaining the purpose and benefits of a Neighbourhood Development Plan for the community and held reference copies of the Regulation 14 Draft Plan during the consultation period for members of the public to view.

BALSALL PARISH NDP TIMELINE



2. Approach

2.1 A consensus was reached that in order to get to the widest possible demographic within the community a digital strategy to promote wider engagement with residents was required. As a consequence, Balsall Parish Council agreed to invest in improving the outdated parish council website and in addition launched a parish council Facebook site. These two platforms immediately increased the exposure of the Neighbourhood Development Plan to a significantly wider audience. Since its launch in September 2017 the Parish Council Facebook site has secured 633 followers who receive regular updates regarding the Neighbourhood Development plan and other issues/events within the parish.

2.2 Parish Council Facebook posts directly relating to the Neighbourhood Development Plan included:

- A poster duplicating those displayed in the village centre shops and on lampposts around the Parish explaining the purpose of an NDP
- A film explaining the NDP to residents
- Adverts relating to the Household Questionnaire – when it would be available and when it must be completed
- Posts encouraging residents to “Have their Say”
- A second film explaining the importance of collecting residents’ views
- “Thank you” posts to all the local businesses and shopkeepers who displayed the posters promoting the NDP
- Adverts relating to the Business Survey
- Adverts promoting residents’ attendance at the Results Exhibition
- Republishing of the NDP film to encourage attendance at the Results Exhibition
- Reports updating residents on the progress of the NDP
- Posts informing residents of the publication of the Draft NDP
- A presentation film announcing the publication of the Draft NDP and the deadline for residents’ views

All of the above posts and more can be viewed in the **Facebook Posts - appendix 1** document.

2.3 The content to be shared with users of the digital platforms was carefully considered through the assistance of a media consultant. A short video explaining the purpose of a Neighbourhood Development Plan was created with the video receiving 20K views to date. The video was coupled with a brand identity. The colour green was used to capture the rural nature and abundance of oak trees within the parish which forms part of the Arden landscape. An infographic to explain the purpose of a Neighbourhood Development Plan was created and shared and featured in numerous publications throughout the project.

2.4 In consultation with Stratford-on-Avon District Council the parish council generated a Household Questionnaire. This questionnaire was posted to residents within the parish and the wider Balsall Common area. The purpose of the questionnaire was to establish the thoughts and opinions of residents in order to build a sound evidence base which would eventually be utilised to create the planning policies which feature in the Neighbourhood Development Plan.

2.5 A Business Survey was created in conjunction with Stratford-on-Avon District Council and shared with all businesses operating within the parish. The purpose of the survey was to gather opinions from business owners within the parish upon how they would like to see the parish develop in order to benefit businesses within the community.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

HOUSEHOLD QUESTIONNAIRE

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TEMPLE BALSALL



FEN END MEER END



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Please
your
ST
velope
provided by
Thursday
30th November
2017.

Supporting Our Community
BALSALL PARISH COUNCIL



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FEN END MEER END



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BUSINESS SURVEY
FREEPOST DEADLINE
FRIDAY 16th FEBRUARY 2018

COMING SOON

Supporting Our Community
BALSALL PARISH COUNCIL

Household Questionnaire
November | 2017

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

BALSALLNDP@GMAIL.COM

- 2.6 Results from the Household Questionnaire, the Business Survey and the Village Centre Working Group were exhibited at a two-day result exhibition. Residents were again provided with an opportunity to feedback upon the exhibition results and were given the opportunity to identify green spaces and sites for development within the parish.
- 2.7 Following the exhibition further consultation was undertaken. A format for conducting Focus Group interviews was agreed. A list of consultees was created and invitations to attend were extended to all. Groups which participated in the interviews provided valuable insight into the thoughts, opinions of their group upon the development needs of the parish.
- 2.8 Utilising Planning Aid England Character Assessment template document a Character Assessment of the entire parish was undertaken by the NDP Committee. Areas within the parish were zoned and pictures were taken in order to document the character of each zone.
- 2.9 An independent Green Spaces Assessment was undertaken by APS Consultancy and all owners' sites identified for potential designation were contacted and informed. In addition, a full ecological assessment was undertaken by Warwickshire County Council.
- 2.10 Throughout the process of creating the Neighbourhood Development Plan Balsall Parish Council met monthly with the principal Local Planning Authority (Solihull MBC).
- 2.11 The Messenger a bi-monthly parish newsletter was shared, and articles were published in The Bugle, a local magazine. The Residents Association, when requested shared updates with parishioners of the emerging Neighbourhood Development Plan.
- 2.12 Quarterly Neighbourhood Development Plan Committee meetings were held in public and updates of the progress of the Neighbourhood Development Plan were given by the Chair at Full Parish Council meetings with details available in full on the parish council website.

3. Community Engagement and Involvement Plan (CEIP)

- 3.1 A Community Engagement and Involvement Plan was created using the model provided by Locality. The CEIP was divided into 4 stages.

Community Engagement and Involvement Plan (CEIP) - Stage 1 - September – December 2017

Balsall Common Festival

- 3.2 In September 2017 the Balsall Parish Neighbourhood Development Plan was launched at the Balsall Common Festival, an annual fete organised by a festival committee, supported by the Balsall Common Lions within the grounds of the Balsall and Berkswell Cricket and Tennis Club. The event was attended by 3,000 visitors. The parish council manned a large stall. The stall was comprised of a display explaining the purpose of an NDP and a timeline of the parish council's process and an overview of the plans for the development of the Willow Park amenity. Residents were encouraged to sign up to the parish council's mailchimp distribution list (530 subscribers) and to 'follow' the parish council's newly created Facebook page as a means to remain informed about the parish council's progress in creating the Neighbourhood Development Plan for the designated area.

BC NDP Email

- 3.3 During September 2017 a dedicated email address for the purpose of receiving comments regarding the Balsall Parish Neighbourhood Development Plan was created. The address was shared on a number of platforms. All residents were informed that written feedback/comments were the method to use to ensure their ideas/opinions on the Balsall Parish Neighbourhood Development Plan would be accurately recorded.

NDP Awareness Campaign

- 3.4 Having agreed upon and devised a brand marketing scheme to ensure that all publications relating to the Balsall Parish Neighbourhood Development Plan were visually identifiable the Neighbourhood Development Plan project team created a series of posters to help residents be more informed about the purpose of a Neighbourhood Development Plan and how they could engage and contribute to the process. Retail units within the village centre along with the local dental surgery, post office and library generously supported the campaign by displaying a series of posters and supporting literature within their units in order for customers to be reminded and prompted into becoming involved in the Neighbourhood Development Plan process. In addition, the local schools and childcare providers kindly agreed to share information via their distribution lists to ensure parents with young and older children within the designated area had the opportunity to become engaged in the process. The Bugle (with a distribution of 4100 copies) was also published in November 2017. This edition contained three separate articles within the magazine promoting the launch of the Balsall Parish Neighbourhood Development Plan.

Household Questionnaire

- 3.5 The Household Questionnaire ran from Thursday 2nd November to Thursday 30th November 2017 and can be viewed in the **Household Questionnaire – appendix 2 (a, b, c)** documents. All households in the Parish and the Balsall Common area were mailed a questionnaire. They were asked to complete a questionnaire on behalf of the household and return it via a freepost envelope to Stratford-on-Avon District Council for an independent analysis of the results. 3326 questionnaires were distributed in total with 2321 of those delivered in Balsall Parish, 155 in the rural area and 850 to the residents living in the Balsall Common area located within Berkswell Parish.
- 3.6 A display board explaining "What is an NDP?" was placed in the Balsall Common Library to promote participation in completing the Household Questionnaire.

- 3.7 A poster and information advertising the Household Questionnaire was shared by the Communicator (an online newsletter produced by the Balsall Common Village Residents Association).
- 3.8 300 lamppost posters were hung within the village centre, Balsall Common, Temple Balsall, Fen End, Oakley and Meer End. An additional yellow sticker was placed onto all of the posters in the final week to alert households to the approaching return date deadline.
- 3.9 10 banners were hung at high traffic areas within the designated areas. These banners were rotated to target a new audience, and yellow stickers were also placed onto the banners in the final week to alert householders to the impending deadline.

Analysis of Household Questionnaire & Preparation of the Business Survey

- 3.10 During December 2017 Stratford-on-Avon provided analysis of the results received from the Household Questionnaire (**Household Questionnaire Report – appendix 3 a & b**) and prepared a Business Survey to be sent to all businesses registered within the Balsall Parish Neighbourhood Area.

Community Engagement and Involvement Plan (CEIP) - Stage 2 – January – June 2018

Business Survey

- 3.11 In consultation with Stratford-on-Avon District Council we created a Business Survey. On 16th January 2018 every business registered within the Balsall Parish area was sent a copy of the survey, with a covering letter. A freepost envelope was provided for the return of the survey to Stratford-on-Avon District Council, with the deadline of 16th February 2018. The deadline was extended to Friday 23rd February 2018 to encourage more responses. Once again retailers based in the village centre advertised the Business Survey through displays in their shop windows. In addition, Facebook posts were used to promote and explain the purpose of the survey. Councillors visited businesses based in the village centre and Fernhill Court to remind them of the approaching deadline and to request their support in completing the survey. 365 businesses were mailed, and 37 responses were received within the timeframe allowed. (**Business Survey & Responses – appendix 4**)

Village Centre Survey and Working Group

- 3.12 The Village Centre working group developed a Village Centre Survey to ascertain the views of individuals utilising the facilities with a particular focus on the availability of car parking. Aerial photographs were taken of the village centre and an illustration of a 'shared space' parking scheme to improve the flow of traffic and the availability of parking within the village centre.
- 3.13 The availability of parking space in the village centre, traffic congestion in the centre and worries about pedestrian safety are factors which have been of some concern to residents for a number of years:
 - through traffic mixed with vehicles needing to back out of parking spaces leading to congestion including traffic jams on the central roundabout;
 - low level "shunts" as opposing cars back into one another;
 - very large delivery lorries taking up parking spaces and double parking;
 - danger for pedestrians negotiating two streams of traffic often with restricted visibility;
 - an off-street car park with a narrow entrance opening onto the shopping street;
 - a perception that the number of available parking spaces is inadequate.
- 3.14 These sentiments were echoed by many residents who completed the Balsall Parish NDP Household Questionnaire with 90% of respondents expressing the desire for improved parking in the village centre.



- 3.15 The village centre became a focus of interest for the joint Balsall and Berkswell Neighbourhood Development Plan steering group in 2015. A detailed parking space analysis was carried out over the summer and winter of 2015.
- 3.16 Councillors took 48 observations at different times of the day and week (excluding Sundays) to determine how many parking spaces were available at various sites in and around the village centre at any given time.
- 3.17 Analysis of the results led to the conclusion that there was adequate space available at all times, but that parking availability was heavily dependent on the goodwill of the Co-op, the owners of a redundant office building and other private owners.
- 3.18 Parking availability in the public spaces on the shopping parade and in the library car park could not cope without these private parking areas but since the time of this survey the redundant office building has been redeveloped leading to the loss of this space for public parking.
- 3.19 Another survey was carried out by members of the Balsall Parish NDP village centre working party in February and March 2018 when a further 44 observations were taken.
- 3.20 This again confirmed that there was adequate availability but, again, it was the relief provided by the Co-op car park at peak times which underpinned publicly available parking spaces.
- 3.21 The proceeding work conducted by the Balsall Parish Council NDP Village Centre Working Group began in January 2018.
- 3.22 Initially the working group operated as an advisory body to Balsall Parish Council but was soon adopted by the Balsall Parish NDP committee as a group advising the committee. Its main terms of reference were firstly to act as an advisory body to Balsall Parish Neighbourhood Development Committee concerning any matter connected with Balsall Common village centre as determined by the Committee. Secondly to evaluate the principle of a shared space scheme for the village centre, incorporating associated parking improvements.
- 3.23 In the first instance the working group comprised of five councillors from Balsall parish including one councillor who was also a Berkswell parish councillor. Representation was changed when it became a Balsall Parish NDP working group in January 2018.
- 3.24 From then on, the working group comprised of three Balsall Parish councillors, one of whom was also a Berkswell parish councillor, a representative of the Balsall Common Village Residents Association, an estate agent with premises in the shopping centre and a resident who runs a popular local website dedicated to Balsall Common matters (Balsallbuzz.com).
- 3.25 There had been a number of meetings of the original working group in 2017. The Balsall Parish NDP sponsored working group met a further three times prior to the Housing Questionnaire Results public exhibition which took place in April 2018.
- 3.26 By this time, the working group had done the February/March parking survey noted above and had carried out 42 interviews with residents and others asking about their experiences of, and views about, the village centre shopping parade.
- 3.27 The surveys mentioned above, supported by much anecdotal evidence from residents, including comments made at parish meetings, the annual parish forum, photographs taken of traffic congestion and first hand, albeit verbal, evidence of collisions and near collisions between pedestrians and vehicles and vehicles on vehicles, begged one fundamental question:

What was Balsall parish council and Solihull MBC going to do about this parlous situation?

- 3.28 It was evident from an early stage that if the centre was going to meet the challenges that it faced there needed to be a radical re-think of traffic management in the shopping parade.
- 3.29 A theme running through the whole of the period from 2015 to 2018 was whether problems could be solved or ameliorated by laying down the shopping parade to “shared space”.
- 3.30 Shared space is an urban design approach that minimises the segregation between modes of road user. This is done by removing features such as kerbs, road surface markings, traffic signs, and traffic lights.
- 3.31 Berkswell Parish Council had previously sponsored a talk about the virtues of shared space by Ben Hamilton-Baillie, an internationally renowned expert on the subject. This was followed up by a talk given in Balsall Common by the Head of Highway Services at Solihull MBC in November 2016.
- 3.32 The Village Centre working group saw great merits in such a scheme for Balsall Common village centre particularly as the shopping parade is less than 200 metres long thus providing a concentrated space which would lend itself to maximum control over the interface between vehicle and pedestrian.
- 3.33 The working group gave detailed consideration to this concept:
- a. Ben Hamilton-Baillie provided photo-montages of various schemes operating or envisaged for a number of shopping centres in England.
 - b. Balsall Parish Council commissioned a professionally produced photo-montage of the centre which suggested what a shared space layout would look like.
 - c. SMBC provided a number of plans showing several different ways that vehicles could park in the centre, including central parking i.e. whereby vehicles would park in the centre of the road space so separating the two opposing lanes of traffic.
 - d. After great deliberation it was concluded that a shared space concept, to include central parking, would yield great benefits to pedestrians and drivers alike.
 - e. There was one major downside. The number of parking spaces on the shopping parade would reduce by about ten spaces but to compensate for this loss it had been concluded previously that another ten spaces could be created by re-designing the library car park. This re-design had been done prior to the introduction of the shared space idea by a councillor (both of Berkswell and Balsall) who was a retired mechanical engineer.

Meetings with Solihull Highways Department

- 3.34 The following meetings to discuss traffic management in the village centre in general, the re-design of the library car park and shared space as a concept for the centre have taken place:
1. July 7th, 2017. Meeting on site with officers of Solihull MBC together with a ward councillor and several parish councillors. This mainly considered current traffic management problems and the need for a radical solution.
 2. March 8th, 2018. Meeting at Solihull Highways department with three highways engineers to discuss the detail of the shared space concept and re-designing the library car park.
 3. September 12th, 2018. Meeting on site (arising from the Balsall Parish Council meeting in March – see below) with four Highways Department representatives to discuss the detail of the shared space concept and re-designing the library car park.

Presentation to Balsall Parish Council Meeting

3.35 By March 2018 the concept and detail of the working group's views on a shared space solution to the village centre traffic management problems were sufficiently advanced to enable a presentation to be made to Balsall Parish Council. This meeting took place on March 21st, 2018. It was well attended by committee members of Balsall Common Village Residents' Association. It was resolved to ask Solihull MBC to give detailed consideration to the shared space solution for the village centre and to re-design the library carpark

Questionnaire Results Exhibition

3.36 The Questionnaire Results Exhibition took place in April 2018. This gave the opportunity for the NDP committee to present the shared space concept to residents with substantial photo-montages. Attendees were asked to give their views on the concept proposals by completing a brief questionnaire in writing. Residents gave very encouraging reception to the proposals.

3.37 An analysis of feedback forms was conducted by F.A.T Research on behalf of Balsall parish council (total base 121 returns). This showed that both the shared space concept and proposals for improving the library car park were supported by far the greatest proportion of respondents.

3.38 Summing up all the results of the survey F.A.T Research stated that by far the most popular comment was that shared space was a great idea/plan and an improvement. It was thought to be well laid out and of an attractive design. Respondents considered it was much needed, as current parking is an issue. Other positive mentions included improved safety and of benefit for the whole village/area. Support for the library [car park] plan was a popular mention. However, there was concern there would be few/less spaces, and this would create parking on pavements

Willow Park Working Group

3.39 The Friends of Willow Park worked with the parish council to provide their views and opinions upon how the park could be upgraded and enhanced to promote and protect its biodiversity whilst encouraging a greater use of the park by residents.

3.40 Willow Park is an expanse of wood and grassland incorporating a children's play area equipped with standard play equipment such as swings, a slide and associated hardware. It also has a MUGA (multi-use games area) enabling the playing of five-a-side football and basketball etc.

3.41 Unfortunately, this section of the park has been the subject of vandalism in various forms, over a number of years and the MUGA, albeit an excellent piece of equipment, has attracted unsavoury elements into the park so exacerbating these problems. Moreover, its siting so near to houses on the border of the park has caused local residents a great deal of annoyance owing to the noise created by ball games played on its hard surface.

3.42 A number of residents living in the immediate area of Willow Park had already formed an action group. They gave vehement expression of their annoyance at this state of affairs at the Balsall parish annual meeting on 18th May in April 2017 Balsall Parish Council resolved to set up a working group to include local residents as members and also a wider consultation group with a view to resolving the many issues that had been raised at the annual parish meeting. The working group was subsequently (September 2017) adopted by the Balsall Parish NDP committee:

- a. to act as an advisory body to the Committee concerning the use of Willow Park as a facility for the residents of Balsall Common;
- b. to identify ways and means to update facilities at Willow Park with a view to making it more attractive as an amenity for use by Balsall Common residents; and
- c. to consult with key stakeholders and gather evidence for the NDP.

3.43 Initially the working group consisted of two Balsall parish councillors and two members of the Willow Park action group and subsequently three councillors and three members of the action group.

3.44 The working group met to identify and give detailed definition to all the core problems, opportunities and “wish list” improvements which might aid eliminating vandalism and increase the desirability of the park for the residents of Balsall Common.

3.45 This resulted in a list of more than twenty suggested changes to existing infrastructure and play equipment, the acquisition of new types of equipment, additions to infrastructure and changes in the way the park was to be used and managed.

3.46 A consultation group drawn up of individuals from the neighbouring area, varying in numbers between ten and fifteen, then met several times to consider these options and suggestions and to rank them in various ways. Subsequently, the working group met monthly from July 2017 into 2018 to give detailed consideration to the views of the consultation group.

3.47 A report of the findings and deliberations of the working group was given at the Balsall Parish Council meeting on August 27th, 2017.

3.48 In September 2017 Balsall Parish Council NDP Committee had a stand at the Balsall Common annual festival. There was a section promoting the virtues of Willow Park staffed by both councillors and residents local to the park. People were asked to consider various proposals for improving the park including completely new layouts designed by a resident who was one of the members of the Willow Park working group. These views were taken into account in later deliberations as to how the park was to be improved.

3.49 During the process of consultation with residents both via the consultation group, the working group and the Balsall Common Festival it became clear that a number of remedial actions could be taken in the short term to improve the environment in the park at little cost to the taxpayer.

3.50 The main work that could be undertaken consisted of the clearing of substantial scrubland that had been allowed to build up into almost impenetrable thicket over the years, the planting of a hawthorn hedgerow to discourage vandalism in a secluded spot along the border of the park and the planting of spring bulbs such as daffodils and snowdrops in the cleared area and of new indigenous trees.

3.51 This work has been done over an eighteen-month period by a number of volunteers, not least of which are local residents who formed “Friends of Willow Park” out of the original action group members (<https://www.facebook.com/Friends-Of-Willow-Park-1823680581255374/>). They were also consulted as a focus group specifically for the NDP consultation process.

3.52 Subsequently the council voted to provide £30,000 budget for proposed improvements to the park. A further £40,000 was provided later making a total of £70,000. The following work is now underway:

1. Scrub clearance
2. Bulb, tree and hedge planting
3. Replacement and new playground equipment
4. Additional all-weather pathway
5. Installation of outdoor gym equipment
6. Enhancement of natural woodland area
7. Improved signage and park railings

3.53 This process of consultation led to the agreement of the parish council voting to upgrade the facilities within the park with a clear project plan of works to be undertaken established. The comments and views of this local group helped to shape the promotion of the existing green spaces within the Neighbourhood Development Plan area and the need to integrate further green spaces into future housing sites.

Housing Needs Survey

3.54 Warwickshire Rural Community Council (WRCC) were contracted to produce a Housing Needs Survey for the Balsall Parish Neighbourhood Development area. The survey was conducted during April and May 2018, with a return deadline of 11th May 2018. The survey form was a standard document, based on similar surveys conducted by Rural housing Enablers in parishes across England. A copy of the survey was delivered to every home across the parish and 45 surveys were completed and returned via freepost envelope for independent analysis by WRCC. (**Housing Needs Survey – appendix 5**)

Focus Group Interviews

3.55 A series of Focus Group interviews were undertaken in order to secure a fully representative evidence base. A format for conducting the focus group interviews was developed from advice provided by our planning consultants APS. A matrix of groups/organisations to be contacted was agreed. Both documents are included within the appendices. (**Focus Group Interviews – appendix 6**)

3.56 The following groups/organisations participated in a focus group interview:

1. Berkswell & Balsall Hockey Club
2. Berkswell & Balsall Tennis Club
3. Berkswell & Balsall Cricket Club
4. Sports Association
5. Jaguar Land Rover
6. Centre Stage
7. Balsall Common Primary School Academy
8. Lady Katherine Leveson CoE Primary School
9. Heart of England Academy
10. Blessed Robert Grissold Catholic Church
11. Balsall Common Scouts
12. Brownies
13. Friends of Willow Park
14. Heart of England Women's Institute

3.57 The overwhelming conclusion from the Focus Groups with community groups is that Balsall Common needs more housing to provide homes for younger age residents, single people, couples and young families with children. Along with housing there is a need for a corresponding provision of community facilities for more school places, sports outdoor activities and community indoor activities.

Balsall Parish Neighbourhood Development Plan Questionnaire Results Exhibition

An exhibition presenting **your** ideas for the future of Balsall Common and the surrounding countryside.

Homes



Aspirations



Economy



Natural & Built Environments



Community

Dates: 21st-22nd April 2018, 12-5pm

Venue: St Peter's Hall, Holly Lane, Balsall Common

Results Exhibition

3.58 All households within the Balsall Parish and Balsall Common area were invited to attend the Questionnaire Results Exhibition on 21/22 April 2018 from 12-5pm each day at St Peter's Hall. A follow-up video was composed and shared via social media to promote awareness and encourage attendance to the exhibition reached an audience of 7K. 10 banners and 100 A3 posters were placed at strategic points within the local area to encourage attendance to the event. Local organisations/bodies were contacted, and they shared information regarding the event via social media.

3.59 The Questionnaire Results Exhibition provided attendees with the opportunity to:

1. View the results from the Household Questionnaire (November 2017)
2. View the results from the Business Survey (February 2018)
3. View the proposals from the Village Centre Working Group on changes to the parking arrangements within the Village Centre
4. Indicate which Local Green Spaces they felt should be protected
5. Indicate where Housing should be developed

3.60 All attendees were provided with a feedback form requesting comments on the Village Centre, Local Green Spaces and Housing. The forms/information collected from the exhibition were posted directly to Stratford-on-Avon District Council to provide an independent review.

3.61 The Results Exhibition gave the opportunity for the NDP committee to present the shared space concept to residents with substantial photo-montages. Attendees were asked to give their views on the concept proposals by completing a brief questionnaire in writing. Residents gave very encouraging reception to the proposals.

3.62 An analysis of feedback forms was conducted by F.A.T Research on behalf of Balsall Parish council (total base 121 returns). This showed that both the shared space concept and proposals for improving the library car park were supported by far the greatest proportion of respondents. Summing up all the results of the survey F.A.T Research stated that by far the most popular comment was that shared space was a great idea/plan and an improvement. It was thought to be well laid out and of an attractive design. Respondents considered it was much needed, as current parking is an issue. Other positive mentions included improved safety and of benefit for the whole village/area. Support for the library [car park] plan was a popular mention. However, there was concern there would be few/less spaces, and this would create parking pavements.

3.63 The exhibition was attended by 250 people. (**Questionnaire Results Exhibition Feedback and Consultation – appendix 7**)

Community Engagement and Involvement Plan (CEIP) - Stage 3 – July – November 2018

Analysis of Feedback Forms from the Questionnaire Results Exhibition

3.64 Feedback from the forms completed at the Questionnaire Results Exhibition were received from Stratford-on-Avon District Council. Statistics and comments from the document were used to support and shape the direction of the emerging policies for the first draft of the Balsall Parish Neighbourhood Development Plan, supported by a planning professional (APS Consultancy).



CHARACTER ASSESSMENT

SEPTEMBER 2018

Character Assessment

3.65 During September 2018 members of the NDP Committee undertook a Character Assessment of the Neighbourhood Development Plan area utilising resources from Planning Aid, England. The parish area was dissected into 19 distinct character zones. Numerous supporting photographs were taken to capture the distinctive character of each zone, with comments made on 9 categories ranging from topography to landmarks. **(Character Assessment – appendix 8)**

Green Spaces Assessment

3.66 Following the collation of results from the Green Spaces dot maps at the Questionnaire Results Exhibition. APS consultancy undertook a Green Spaces Assessment of the Neighbourhood Development Plan area. **(Green Spaces Assessment – appendix 9a)**. A full report was produced highlighting 15 sites worthy of Green Spaces designation. The landowners of these sites were written to and their feedback and views requested **(Letter to Landowners – appendix 9b)**.

Ecological Assessment

3.67 Published in December 2018 an ecological assessment of the parish area was undertaken by Warwickshire County Council. The Government has committed itself to halt and reverse the overall decline in biodiversity. Neighbourhood Plans offer significant opportunities to understand the biodiversity of an area. Wildlife and biodiversity are valuable as part of the natural environment and it is essential for the Neighbourhood Development Plan to protect and enhance its natural assets. **(Ecological Assessment – appendix 10)**

Community Engagement and Involvement Plan (CEIP) - Stage 4 –December – January 2019

Regulation 14 Consultation Announcements

3.68 Adverts announcing the forthcoming Regulation 14 Consultation for the Balsall Parish Neighbourhood Plan were placed in the public notices section of the Solihull News on 7th December 2018. The announcement was also posted on the parish council website and its associated Facebook site. The advert was then shared by local online news sites (Balsall Buzz, Solihull Updates) on Facebook and Twitter and via The Communicator (email newsflash produced by the Balsall Common Residents Association). A Mailchimp newsletter was also sent to all subscribers to the parish council newsletter. Local schools shared the consultation dates through their email distribution platforms to parents/carers.

3.69 A new display was created within Balsall Common Library to highlight and alert the public to the consultation period. Hard copies of the draft NDP were housed within the library and the parish council office for members of the public to view.

3.70 Further adverts were placed in the shop windows of retailers within the village centre and lamppost posters were displayed within the village centre to alert residents to the consultation period.

4. Regulation 14 Consultation

4.1 From Monday 10th December 2018 to Friday 25th January 2019 Balsall Parish Council conducted a 6-week consultation on the Pre-Submission NDP Draft Plan. The document was accessible throughout the consultation period via the parish council website with links to the supporting evidence clearly signposted. In addition, hard copies of the plan were available for the public to view at Balsall Common Library and via the clerk at the Parish Council office. All consultees on the list **(Consultees List - appendix 11 a)** were contacted.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN 2018 - 2033

PRE - SUBMISSION
CONSULTATION -
REGULAR

**YOU COMPLETED THE QUESTIONNAIRE.....
NOW GIVE YOUR VIEWS ON THE DRAFT PLAN**



December
2018

Residents of Balsall Parish are encouraged to submit their views electronically to balsallndp@gmail.com by 5pm on 25 January 2019. The Draft Plan can be accessed online via balsallparishcouncil.gov.uk. Printed copies of the Draft Plan are available to view at Balsall Common Library.

4.2 318 representations were sent in response to the questions posed within the Pre-Submission NDP Draft Plan. 60 responses were received which included responses from the following bodies:

1. Cabinet Member for Managed Growth Solihull Metropolitan Borough Council
2. Historic England
3. Severn Trent Water
4. The Coal Authority
5. Berkswell Parish Council
6. West Midlands Friends of the Earth
7. West Midlands Police
8. Natural England
9. Network Rail
10. Birmingham Airport
11. Balsall Common Village Residents Association
12. Aviation Environment Foundation
13. Warwickshire Wildlife Trust

4.3 Representations and responses to the plan were collated and professional advice was received. The representations and responses were then reviewed in public during the meeting of the Neighbourhood Development Plan meeting on Wednesday 6th March 2019. Amendments to the Pre-Submission Plan and the supporting evidence base were discussed and agreed during the meeting.

5. Responding to the Regulation 14 Consultation

5.1 Each individual representation was recorded and organised by respondent giving each a unique reference number. These representations were then organised by the section of the plan that they related to and recorded in a summary document. All representations within each section of the summary document were considered and amendments to the draft plan were proposed.

5.2 A further study of local parking standards as additional work to gain evidence for a policy area (**appendix 12**) was undertaken as result of feedback from consultees.

5.3 The proposed amendments document was shared with the Managed Growth and Communities Directorate of SMBC for comments. These comments then contributed to the wording of the proposed plan amendments.

5.4 Each individual representation in the source document was reviewed against the proposed amendments and response matrix document was produced (**appendix 11 b**). The proposed amendments and individual responses by exception were shared with our NDP planning consultant at APS. and the recommended changes were made to the proposed amendments document and the response matrix document.

5.5 The response matrix document (**appendix 11 b**), the summary of representations document and the proposed amendments document were considered by the Neighbourhood Development Plan Committee at their meeting of 6 March 2019 to agree the final submission version of the Balsall Parish Neighbourhood Development Plan to be recommended for ratification along with required accompanying documents by the full Parish Council on 20 March 2019 for submission to Solihull Borough Council.

6. Appendices

1. Facebook posts
- 2a. Household Questionnaire
- 2b. Covering letter for Balsall Parish Household Questionnaire
- 2c. Household Questionnaire Front Cover
- 3a. Household Questionnaire Comments Results Report February
- 3b. Household Questionnaire Literals
4. Business Survey and Results Report
5. Housing Needs Survey
6. Focus Group Interviews
7. Questionnaire Results Exhibition Feedback and Consultation
- 8a. Character Assessment
- 8b. Character Assessment Appendix: Local List of Heritage Assets
- 9a. Green Spaces Sites Assessment
- 9b. Letter to Landowners
10. Balsall Parish Ecological Report
- 11a. Consultees List
- 11b. Response Matrix
12. Dwellings Car Parking Survey

Communicating with our Residents



Section 1 Facebook pages 2 to 26 – captures all our Facebook Posts to publicise the NDP to our Residents and the pages begin dated 3/10/17 when the campaign started

Section 2 Web Site pages 27 to 29 – explains the status now and how to proceed.

Section 3 Newsletters page 30 onwards, distributed to residents via Facebook, the Website, our email list via Mail Chimp, The Communicator and The Bugle.

Section One – Facebook Communications during our NDP Campaign



Balsall Parish Council

Published by Judith Parry-Evans · 3 October 2017 ·

Balsall Parish NDP has started!

All residents can participate in the Neighbourhood Development Plan.

Like this post and learn more.

WHAT IS AN NDP?

WHAT IS AN NDP?

N = NEIGHBOURHOOD

FACILITIES PEOPLE BUSINESSES

D = DEVELOPMENT

AMENITIES INFRASTRUCTURE HOUSING

P = PLAN

IDEAS OPINIONS REFERENDUM

BALSALL PARISH

BALSALL COMMON TEMPLE BALSALL FEN END MEER END

BALSALLNDP@GMAIL.COM

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Household Questionnaire

November | 2017

BALSALLNDP@GMAIL.COM

BALSALL PARISH COUNCIL

The graphic is a Facebook post layout with a green border. It features a vertical sidebar on the left with icons and text explaining the NDP acronym: N (Neighbourhood) includes facilities, people, and businesses; D (Development) includes amenities, infrastructure, and housing; P (Plan) includes ideas, opinions, and referendums. Below this, it lists the areas of Balsall Parish: Balsall Common, Temple Balsall, Fen End, and Meer End. The main content area contains the title 'BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN', the text 'Household Questionnaire November | 2017', a tree icon, and the Balsall Parish Council crest. At the bottom, a green bar contains the email address 'BALSALLNDP@GMAIL.COM'. A Facebook 'f' logo is in the top right corner.

814

People reached



Balsall Parish Council

Published by Judith Parry-Evans · 3 October 2017 ·

Watch this short video to learn more about a Neighbourhood Development Plan.

<https://youtu.be/SvAHhrKNVt0>

YOUTUBE.COM

Understanding Neighbourhood Planning

What is neighbourhood planning? Find out how neighbourhood planning can help you and your community decide their future. Find out more at...

106

People reached



Balsall Parish Council

Published by Christina O'Sullivan · 16 October 2017 ·

A Questionnaire to every household....coming soon

COMING SOON

WHAT IS AN NDP?

N = NEIGHBOURHOOD
FACILITIES PEOPLE BUSINESSES

D = DEVELOPMENT
AMENITIES INFRASTRUCTURE HOUSING

P = PLAN
IDEAS OPINIONS REFERENDUM

BALSALL PARISH
BALSALL COMMON TEMPLE BALSALL FEN END MEER END

BALSALLNDP@GMAIL.COM

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Household Questionnaire
November | 2017

BALSALLNDP@GMAIL.COM

176

People reached



Balsall Parish Council

Published by Christina O'Sullivan · 23 October 2017 ·

Have your say....The Neighbourhood Development Plan coming soon to your front door

HAVE YOUR SAY

**Household
Questionnaire
November | 2017**

**BALSALL PARISH
NEIGHBOURHOOD DEVELOPMENT
PLAN**

95

People reached



Balsall Parish Council

Published by Theo Thompson · 30 October 2017 ·

[@](#) [@](#) Balsall Common Neighbourhood Development Survey [@](#) [@](#)

Do you live in or around Balsall Common?

Here is your chance to have your say and have an impact on your community!

The NDP questionnaire will be arriving by post to everyone within the Balsall Common and the surrounding areas this week.

[...See more](#)



19,294

People reached

Boost Post

2,660

Engagements

40 Comments

111 shares

20K views



Balsall Parish Council

Published by Mark Ralph Tattum · 5 November 2017 ·

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

HOUSEHOLD QUESTIONNAIRE

NOVEMBER 2017

WHAT IS AN NDP?

N - NEIGHBOURHOOD

FACILITIES PEOPLE BUSINESSES

D - DEVELOPMENT

BIKES INFRASTRUCTURE HOUSING

P - PLAN

IDEAS SPINNING REFERENDUM

BALSALL PARISH

BALSALL COMMON TEMPLE BALSALL PEN END WOOD END

BALSALLNDP@GMAIL.COM

Please return your completed questionnaire in the **FREEPOST** envelope provided by **Thursday 30th November 2017.**

Supporting Our Community

BALSALL PARISH COUNCIL

140
People reached

7



Balsall Parish Council

Published by Mark Ralph Tattum · 12 November 2017 ·

Make sure that your views and the views of your friends count. Two weeks left to fill in your household questionnaire and to return it in the free post envelope by 30 November 2017.

A green-bordered poster with white background. The text 'BALSALL PARISH NDP HOUSEHOLD QUESTIONNAIRE' is in the top left. 'NOVEMBER 2017' is in the middle left, with the Balsall Parish Council logo below it. The words 'SAVE THE DATE' are written vertically in large green letters on the right, with a tree icon between 'THE' and 'DATE'. At the bottom left, it says 'Please return your completed questionnaire by 30th November 2017'.

161

People reached



Balsall Parish Council

Published by Mark Ralph Tattum · 12 November 2017 ·

A big thank you to the local businesses and shops in Balsall Common village centre for supporting our community. These premises have all displayed posters over the last few weeks, to promote our awareness campaign for our Neighbourhood Development Plan Household Questionnaire.





Balsall Parish Council

Published by Mark Ralph Tattum · 17 November 2017 ·

There are 10 banners encouraging residents to complete and return their individual household questionnaire by 30 November in the FREEPOST envelope provided.

Can you identify all 10 sites from the pictures?



100 people reached



Balsall Parish Council

Published by Mark Ralph Tattum · 21 November 2017 ·

Post your completed NDP Household Questionnaire in the Free-post envelope provided NOW to arrive by the Deadline next week Thursday 30 November.



1,127

People reached



[Balsall Parish Council](#) is 😊 feeling positive.

Published by [Theo Thompson](#) · 22 November 2017 ·

📧 Please return your Neighbourhood Development Plan survey before Thursday 30th November! 📧
Have your say on where you live!



[Open in Messenger](#)
[Send Message](#)

331
People reached



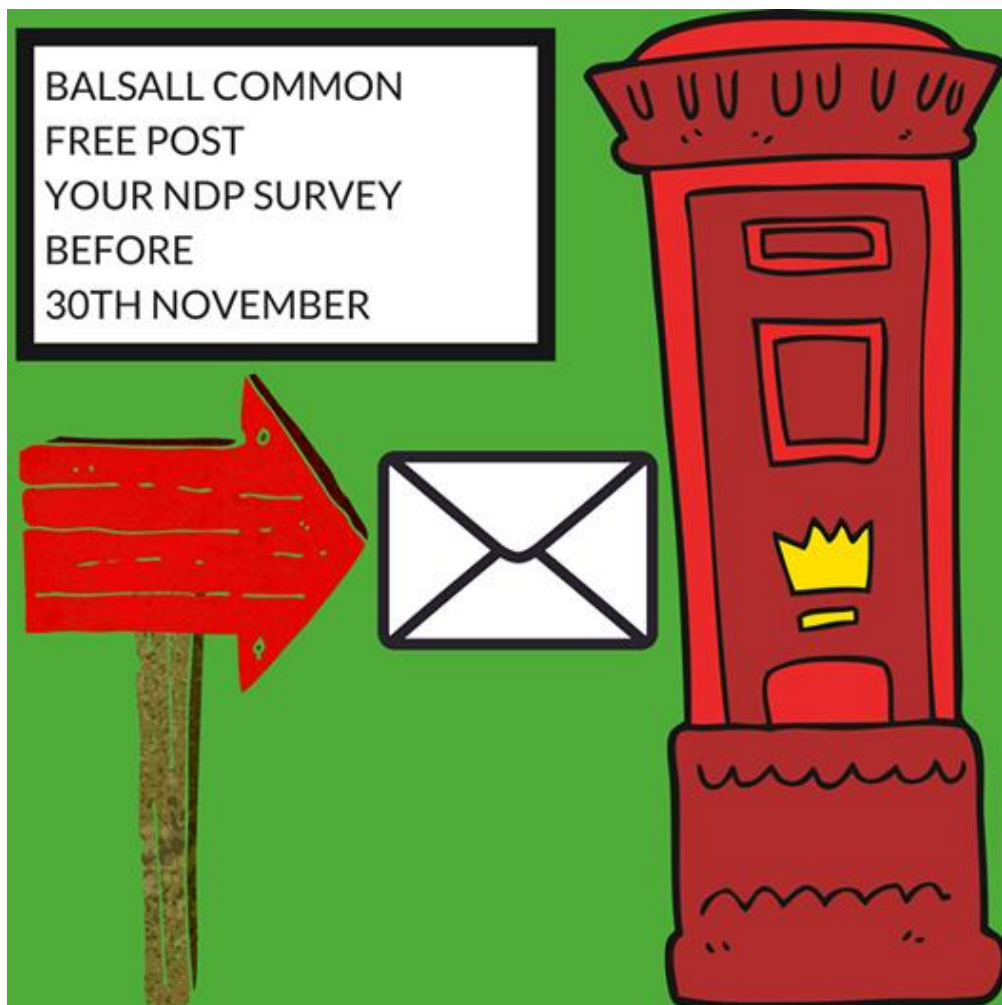
Balsall Parish Council is 😊 feeling excited.

Published by Theo Thompson · 24 November 2017 ·

If you haven't done so already please remember to post your NDP survey before 30th November!

Please share with others.

Thank you.



[Open in Messenger](#)
[Send Message](#)

5,713
People reached



Balsall Parish Council

Published by Mark Ralph Tattum · 1 December 2017 ·

Thank you to Councillors Helen Dean, Christina O’Sullivan, Will Heard, Mark Tattum and Marie-Louise Marsden for taking down the hundreds of NDP posters that they put up five weeks ago.

If they have missed any please message us and we will make sure it is taken down immediately. Keeping Balsall Common and Balsall Parish tidy.



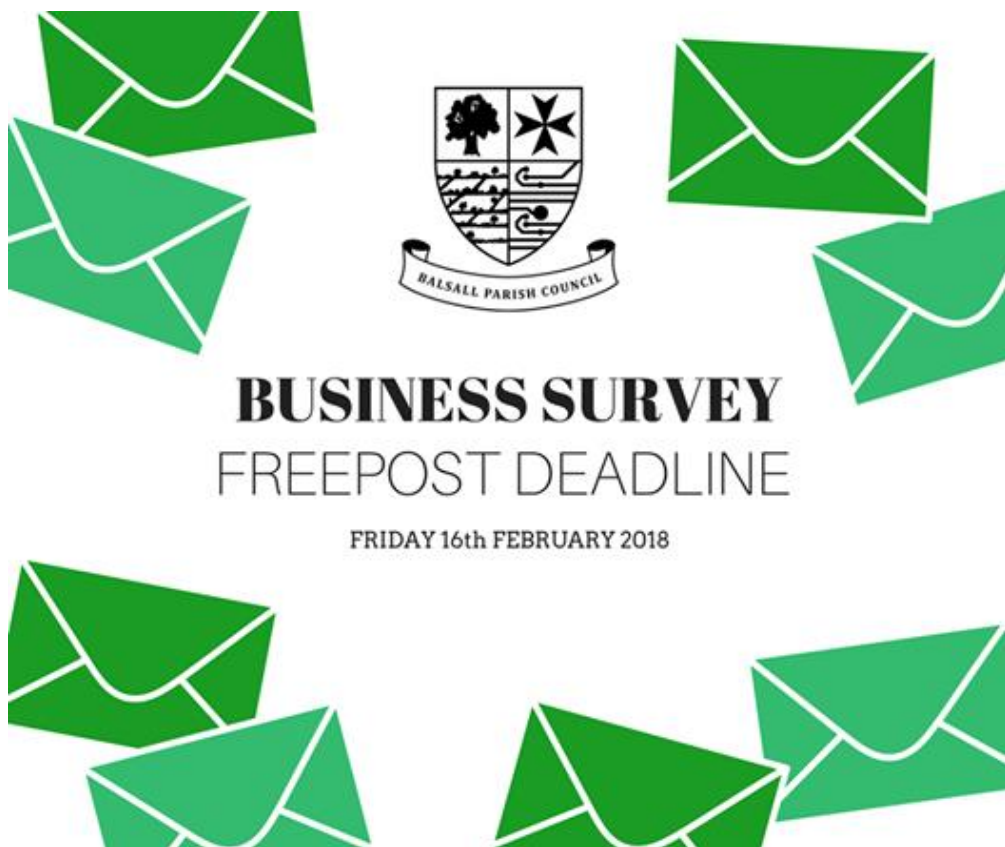
105 People reached



Balsall Parish Council

Published by Christina O'Sullivan · 22 January ·

Businesses in Balsall Parish have all received a Neighbourhood Development Business Survey Questionnaire. Please be reminded to fill these in and return in the free post envelope by 16th February.



243
People reached



Balsall Parish Council

Published by Mark Ralph Tattum · 6 February ·

NEIGHBOURHOOD DEVELOPMENT PLAN UPDATE FOR RESIDENTS

1277 Households responded to our NDP Questionnaire and returned them to Stratford-on-Avon District Council. This was an exceptional level of response and as our independent consultants they are currently analysing the responses gathered to produce a final report which will be used to write the policies for the Neighbourhood Development Plan.

Stage 2 of the Community Engagement and Involvement Plan for the NDP is currently underway. The Committee is currently seeking the involvement of local groups to contribute their ideas to the Neighbourhood Development Plan. The Committee would welcome contact via balsallndp@gmail.com to discuss this opportunity.

The Messenger



Balsall Parish Council

Updating our Residents

181 PEOPLE REACHED



Balsall Parish Council shared a post.

Published by Christina O'Sullivan · 7 February ·

If you received a Business Survey for the NDP please be reminded you only have 10 days to return it now.



BUSINESS SURVEY FREEPOST DEADLINE

FRIDAY 16th FEBRUARY 2018



Balsall Parish Council

Published by Christina O'Sullivan · 22 January ·

Businesses in Balsall Parish have all received a Neighbourhood Development Business Survey Questionnaire. Please be reminded to fill these in and return in the free post envelope by 16th February.

147

People reached



Balsall Parish Council

Published by Christina O'Sullivan · 12 February ·

BALSALL COMMON VILLAGE CENTRE WORKING GROUP

Following initial information from the NDP Questionnaire many residents want the parking in the centre to be addressed as soon as possible. Residents consider that the centre should be given a serious makeover. We have developed an imaginative solution to both problems. Residents and centre users will be consulted about the group's concepts extensively in the coming months but in the meantime highways engineers are evaluating the technical feasibility of changes that could be made.



1,424 People reached



Balsall Parish Council

Published by Christina O'Sullivan · 20 March ·

THE NEIGHBOURHOOD DEVELOPMENT PLAN RESULTS

Come and see the Results from the Household Questionnaire completed by 1277 households in November 2017
An exhibition is being held by Balsall Parish Council at St Peter's Hall Saturday 21st April from and Sunday 22nd April 12 noon to 5pm

[...See more](#)



2,088
People reached



Balsall Parish Council added an event.

23 March ·



SUN, 22 APR

NDP Questionnaire Results Exhibition

St Peter's Hall, Holly Lane, Balsall Common



You like [Balsall Parish Council](#)

253

People reached



Balsall Parish Council

Published by Christina O'Sullivan · 8 April ·

A rock for the little ones to find at our exhibition Saturday 21st & Sunday 22nd April at St Peters Hall 12 to 5pm.



329

People reached



Balsall Parish Council

Published by Mark Ralph Tattum · 10 April ·

SAVE THE DATE: Saturday 21 April or Sunday 22 April between 12 noon and 5pm at St Peter's Hall. Come along to give your views on the future of Balsall Common and rural Balsall Parish.



7,076

People reached



Balsall Parish Council

Published by Christina O'Sullivan · 22 April ·

COME and SEE THE RESULTS OF THE QUESTIONNAIRE TODAY

ST PETER'S HALL 12 to 5pm



1277 Households returned the NDP Questionnaire

What did you think about our GREEN Spaces

What did you think about the HOUSING issues

What's your opinion on the Governance Review



1,531

People reached



Balsall Parish Council

Published by Christina O'Sullivan · 22 April ·

Come at 12 O'clock today the EXHIBITION is set up and ready for you to see.....information on the RESULTS of the NDP Questionnaire is all on display



ST PETER'S HALL TODAY 12 to 5pm



What did you think about our GREEN SPACES - what's happening to THE GREENWAY



1,595

People reached



Balsall Parish Council

Published by Christina O'Sullivan · 7 November ·

An update on the progress of our Neighbourhood Development Plan

As the outcome of the Solihull Council Community Governance Review may have had implications for the designated area of the Balsall Plan, Balsall Parish Council NDP continued to collect evidence during June – August but was not going to present a draft Plan for consultation until the review was completed.

During June, July and August the following material was produced and made available to the Council's planning consultant as evidence for the Plan:

1. Focus Interviews held with local groups and organisations in April and May were collated and provided very useful insights,
2. Report of results from a Housing Needs Survey conducted by Warwickshire Rural Community Council with all households in Balsall parish,
3. Report of feedback received at the Household and Business Questionnaire Results Exhibition held in April.

In September and beginning of October the NDP project team undertook a Character Assessment of areas in the parish making use of Planning Aid's pro-forma to identify areas according to 10 characteristics – topography, land use, layout, roads, streets and routes, buildings, landmarks, green and natural features, streetscape and views. Together with photographs to illustrate distinctive character, this report will influence the application of design criteria for new developments in the parish as part of the Plan.

In October, a number of Green Spaces identified by residents attending the April Household Results Exhibition were analysed against a checklist of qualifying criteria supplied by the planning consultant and will be included and mapped in the Plan.

At the beginning of November a working draft Plan was submitted to Policy and Delivery, Places Directorate, SMBC primarily for an informal officer response on the Plan policies.

The Balsall NDP project team is intending to issue a Pre-Submission Draft (regulation 14) before the end of December 2018 for a minimum of 6 weeks public consultation.



[Open in Messenger](#)

[Send Message](#)

327

People reached



Balsall Parish Council

Published by Mark Ralph Tattum · 10 December at 15:35 ·

We need to hear views from residents of Balsall Parish on the Draft Neighbourhood Development Plan.

Click the link: <http://www.balsallparishcouncil.gov.uk/neighbourhood-devel.../>

HAVE YOUR SAY



This Plan sets out a vision for the future of Balsall parish and the planning policies which will be used to determine planning applications within the neighbourhood area.

In accordance with Regulation 14 of Part 5 of The Neighbourhood Planning (General) Regulations 2012 (as amended), the Parish Council has published the Pre-Submission Draft Plan for a minimum 6 week period and is inviting feedback from organisations and its residents.

Representations on the Pre-Submission Draft Plan may be made to the Parish Council by no later than **5pm on Friday, 25 January 2019.**

You are encouraged to submit your representations electronically. This can be done by using the Parish Council email balsallndp@gmail.com Please provide your name, address and postcode when submitting your representations.



483 people reached



[Balsall Parish Council](#)

Published by [Christina O'Sullivan](#) · 13 December 2018 ·

The Neighbourhood Development Plan is now available

View the Draft Plan at
Commo!

BALSALL PARISH COUNCIL

Pause

Additional visual settings

Enter Watch and ScrollClick to enlarge

Mute

-0.31

2,057

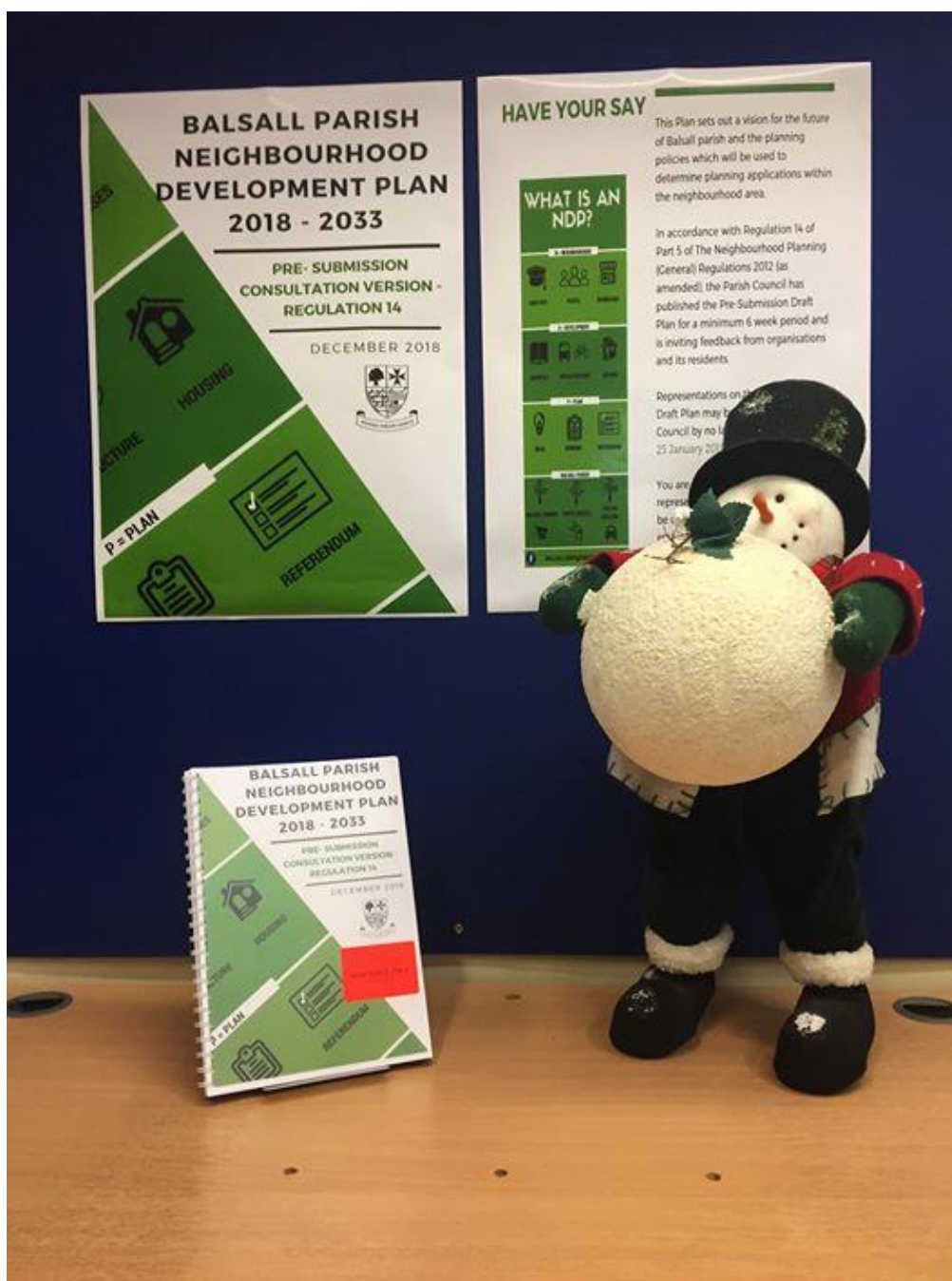
This was an animated commercial about the NDP



Balsall Parish Council

Published by Christina O'Sullivan · 17 December 2018 ·

The Neighbourhood Development Plan in the Library for you to see. Results of the Questionnaire and options for you to comment as part of the Consultation.



400 People reached



Balsall Parish Council

Published by Mark Ralph Tattum · 3 January at 10:03 ·

Balsall Parish Neighbourhood Development Plan Consultation to 25 January 2019

Please add your personal support and send an email including your name and address to balsallndp@gmail.com supporting the policies to protect the rural nature of our village and surrounding countryside in the Balsall Parish Neighbourhood Development Plan.

All of the policies and aspirations in the plan have been derived from evidence collected in surveys, interviews, consultation events and expert advice. If you filled in the Household Questionnaire posted to all households in November 2017 then your responses amongst others, have played an important role in generating the policies in this plan.

There are forty policies and aspirations in the plan. The full plan and the evidence base used to produce the plan are available here:

<http://www.balsallparishcouncil.gov.uk/neighbourhood-devel.../>

First challenge of 2019 is to ensure the estimated 450 HGVs per day that are expected from summer 2019 to spring 2022, for the construction of HS2 are redirected from using the Kenilworth Road to avoid the village. There is a unanimously supported community aspiration in the plan to minimise the need for HS2 construction traffic to use the Kenilworth Road.

About This Website

BALSALLPARISHCOUNCIL.GOV.UK

Balsall Parish Council | Neighbourhood Development Plan

Preparatory work on a Neighbourhood Development Plan for Balsall Parish has been making good progress.

1,229

People reached



Balsall Parish Council

Published by [Christina O'Sullivan](#) · 11 January at 21:44 ·

Some good comments about our NDP from a local reporter

BIRMINGHAMMAIL.CO.UK|BY [DAVID IRWIN - LOCAL DEMOCRACY REPORTER](#)

Housing demand as Solihull villagers struggle to get homes

Rising property prices are making it difficult for some buyers to remain local

587

People reached



[Balsall Parish Council](#)

Published by [Christina O'Sullivan](#) · 16 January at 17:06 ·

Dear Resident,

If you filled in the Household Questionnaire posted to all households in November 2017 then your responses amongst others, have played an important role in generating the policies in the Balsall Parish Council Neighbourhood Development Plan.

The Neighbourhood Development Plan Consultation ends on 25 January 2019.
The full plan and the evidence base used to produce the plan are available here:

<http://www.balsallparishcouncil.gov.uk/neighbourhood-devel.../>

Please review and then add your personal support and send an email including your name and address to balsallndp@gmail.com supporting the policies to protect the rural nature of our village and surrounding countryside in the Balsall Parish Neighbourhood Development Plan.

All of the policies and aspirations in the plan have been derived from evidence collected in surveys, interviews, consultation events and expert advice.

There are forty policies and aspirations in the plan. Ten policies to protect the existing built environment such as requiring development to match existing local character (see report in evidence base: Character Assessment for more information). Nine policies to guide future housing development such as prioritising brown field sites, providing homes such as bungalows with gardens for downsizing opportunities, and providing more affordable homes for young families with children, couples and single people. Five policies to protect the natural environment including preserving existing trees, hedgerows and woodland, and a specific policy to designate fifteen local green spaces for protection. Five policies to improve our community including building a new primary school and improving facilities for sports and leisure activities. Four policies to promote our local economy such as supporting home working with space and facilities. Seven defined community aspirations including a concept to improve parking and road safety in our village centre.

Once adopted policies in the Neighbourhood Development Plan must be used by Solihull Borough Council when considering all planning applications. The emerging policies in this Neighbourhood Plan were used to support residents' objections to the recent proposed

development at the back of properties on Station Road and Stoneton Crescent.

First challenge of 2019 is to ensure the estimated 450 HGVs per day that are expected from summer 2019 to spring 2022, for the construction of HS2 are redirected from using the Kenilworth Road to avoid the village. There is a unanimously supported community aspiration

in the plan to minimise the need for HS2 construction traffic to use the Kenilworth Road.

Best Wishes for 2019 from all of us at Balsall Parish Council

About This Website

BALSALLPARISHCOUNCIL.GOV.UK

Balsall Parish Council | Neighbourhood Development Plan

Preparatory work on a Neighbourhood Development Plan for Balsall Parish has been making good progress.

385

People reached

SECTION TWO – COMMUNICATIONS ON OUR WEB SITE TO INFORM RESIDENTS OF THE PRE-SUBMISSION CONSULTATION

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN (DRAFT) PRE -SUBMISSION CONSULTATION

**Monday 10 December 2018 until Friday 25 January 2019
CONSULTATION AND PUBLICITY**

Balsall Parish Council (the Qualifying Body) has prepared a draft Neighbourhood Development Plan which is now out to the community, residents and organisations for comment.

The Plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications within the neighbourhood area.

In accordance with Regulation 14 of Part 5 of The Neighbourhood Planning (General) Regulations 2012 (as amended), the Parish Council must now publicise this Pre-Submission Draft for a minimum of 6 weeks to invite feedback.

WE NEED YOUR VIEWS

This draft has been generated from the responses the Parish Council received in its parish wide and targeted surveys, research, independent assessments as well as face to face consultations with Balsall residents and group representatives.

[Draft Plan with consultation questions](#)

[Evidence Base and Reference Documents](#)

Printed copies are also available to see in the Balsall Common Library, 283 Kenilworth Road, Balsall Common CV7 7EL and by appointment to view in the Parish Council office.

HOW CAN I RESPOND TO THE CONSULTATION?

Residents of Balsall parish are encouraged to submit representations electronically by email. Please include your full name, address and postcode with your submission. This can be done using the Parish Council email balsallndp@gmail.com. We would like your responses to the specific questions contained in the Plan. Whilst you can still make general comments, it would be helpful to make your comments targeted in answer to these questions. You will see that the Draft Plan contains a number of questions to prompt your contributions.

If you would like to post your response, please send to: Balsall Parish Council, 287/289 Kenilworth Road, Balsall Common CV7 7EL.

WHAT HAPPENS TO MY RESPONSES?

Every response will be considered and potentially used to modify the Draft Plan before it is formally submitted to the Local Planning Authority, Solihull Metropolitan Borough Council. A summary of all responses and the modifications made will be made public and published on this website.

DEADLINE FOR ALL RESPONSES

Please get your responses in by Friday 25th January 2019.

ANY QUESTIONS?

Email: balsallparishcouncil@gmail.com

Telephone: 01676 535679

Post: Balsall Parish Council, 287/289 Kenilworth Road, Balsall Common CV7 7EL

PROGRESS TO DATE

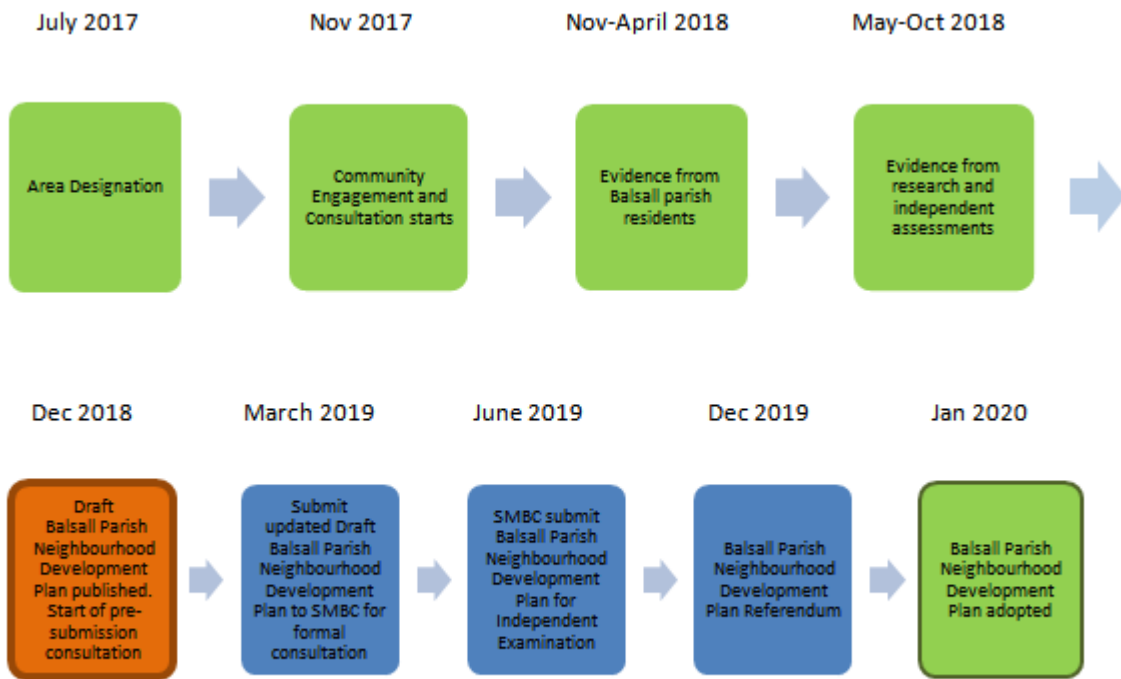
A Neighbourhood Development Plan Committee was created 14 December 2016 for project management and decision making purposes and will lead the preparation of and ensure successful delivery of the Neighbourhood Development Plan. The Terms of Reference can be seen [here](#).

Committee members are Councillors Helen Dean (Chair), Mark Tattum, Will Heard and Christina O'Sullivan.

The Committee has met quarterly in public and the agendas and minutes can be seen on the [Archive](#) page of the website.

Solihull Council on the 18 July 2017 approved the designation of Balsall Parish as a Neighbourhood Area for the creation of a Neighbourhood Development Plan, a necessary step in the formal process.

The diagram below indicates how far along the process the Plan is and the stages to



WE ARE HERE

come.

SECTION THREE – NEWSLETTERS TO RESIDENTS DISTRIBUTED ON FACEBOOK, ON OUR WEB SITE, TO THE COMMUNICATOR AND THE BUGLE.



Thanks to Our Councillor's and our Clerk

A big thank you to all Balsall Parish Councillors who have worked tirelessly over this last year on all projects. Also thanks to our Clerk Judith Parry-Evans for her support.

During November we held the following Meetings –

A very active Planning Meeting due to a development in Station Rd 7/11/18
Finance & General Purposes 14/11/18
Parish Council Meeting 21/11/18
All minutes from these meetings are available on our website.

The WW1 Armistice Centenary Event was on 8/11/18 at St Mary's Church and Temple Balsall Cemetery.

Following the Service, Lady Katherine School children, teachers, the British Legion, Balsall Parish Councillors, the Deputy Mayor of Solihull and the Lions together with Parents and Residents processed to the grave of Harry Williamson to sing a verse from "It's a long way to Tipperary" which Harry wrote. Harry used to be the Landlord at The Tipperary Pub. The school children then read the names of those from Balsall Parish who fell in WW1 and placed a poppy cross in the Cemetery Lynch Gate.

Balsall Neighbourhood Development Plan (Draft)

Regulation 14 - Consultation and Publicity

Notice is hereby given that Balsall Parish Council as the Qualifying Body has prepared a neighbourhood development plan entitled the 'Balsall Neighbourhood Development Plan' for their parish with the help of the local community and hereby formally publish its Pre-Submission Draft Plan for public consultation.

The Plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications within the neighbourhood area. In accordance with Regulation 14 of Part 5 of The Neighbourhood Planning (General) Regulations 2012 (as amended), the Parish Council must now publicise the Pre-Submission Draft Plan for a minimum 6-week period inviting feedback from organisations and residents.

A copy of the Pre-Submission Draft Plan and supporting documentation are available on the Parish Council's website. A hard copy of the plan will be available to view in the Balsall Common Library and on request, at the Parish Council office.

The consultation starts on Monday, 10 December 2018. Representations on the Pre- Submission Draft Plan may be made to the Parish Council by no later than 5pm on Friday, 25 January 2019.

Residents of Balsall Parish are encouraged to submit your representations electronically. Please include your full name, address and postcode with your submission. This can be done using the Parish Council email ndpbalsall@gmail.com.

All representations received will be collated and will inform possible future modifications to the Plan prior to submission to the Local Planning Authority, Solihull Metropolitan Borough Council.

HS2- Road Closures local to us in Balsall Common for Utility Surveys

HS2 will be closing specific lanes, for a few evenings at a time. Working hours will be 8pm to 6am. Planned overnight lane closures are –

- A46 slip road closure expected to start in November
- A452 Northbound from 18 to 20 December Working hours will be 8pm to 6am.
- A452 North & Southbound from 11 to 16 January
- A452 Northbound from 16 to 19 January
- A452 Southbound from 21 to 24 January
- West of Stonebridge Island from 24 to 30 January
- East of Stonebridge Island from 30 January to 2 February

What to expect - Lane closures for a few evenings at a time. Trial holes will be dug to survey for utilities. HS2 will use clear signage to divert vehicles. Ensure that the vehicles use agreed routes.

HS2 - Update document delivered to our doors on 28/11/18

I'm sure you will all have received the update from HS2 which came in the post 28/11/18. The two highlights from this are as follows.

Haul Route Construction – Expected to take 6 months and start in February.

Temporary Greenway construction – Expected to take 6 months and start in February.

Find Us on Facebook - <https://www.facebook.com/BalsallParishCouncil/>

Go to our website - <http://www.balsallparishcouncil.gov.uk/>

Balsall Parish Neighbourhood Plan Household Questionnaire

1. Balsall Parish Neighbourhood Development Plan - Household Questionnaire

Please return the questionnaire in the FREEPOST envelope provided by Thursday 30th November 2017. All information provided within the questionnaire will remain anonymous and confidential.

2. Section 1 - Challenges Facing Balsall Common

There are several imminent challenges facing Balsall Common including the impact of HS2 and the development of additional housing. Please provide us with your views on the statements and questions listed below.

1. Do you agree that no new housing is to be constructed in or around Balsall common until after the completion of HS2 construction in 2026?

Yes

No

2. Do you agree that Balsall Common needs a continuous haul route for HS2 construction traffic to avoid using roads in and immediately around the village?

Yes

No

3. Do you support a bypass to be built around Balsall Common for through traffic?

Yes

No

4. Do you support Balsall Street and Balsall Street East as the southern settlement which would mean no boundary for new development beyond this line on the map?

Yes

No

5. Do you support the provision of more cycle paths within Balsall Common?

Yes

No

6. Do you support the retention of the Holly Lane playing fields as a public amenity for leisure?

Yes

No

7. Do you support the proposal to unite Balsall Common within one parish, by moving from the existing eastern parish boundary that splits the village, to the easily identified strong boundary marked by the HS2 railway line east of Balsall Common?

Yes

No

8. Community Infrastructure Levy (CIL) will be paid by developers to SMBC on completion of most new homes. An adopted Neighbourhood Development Plan means the Parish will receive 25% of CIL which could be hundreds of thousands of pounds. Please give your ideas of community development projects to receive the funding.

9. Which three only of the following would you most like to see provided in the village centre:

- Improved parking
- Pedestrian crossing
- Improved traffic flow at the roundabout
- Traffic calming measures
- Electric car charging points
- Other (please specify):

3. Section 2: Your Opinions/Views

Please tell us what you value in the Parish, what should be protected, and how development should take place. Your responses will help to shape the policies of the Balsall Parish Neighbourhood Development Plan.

10. Any new development in Balsall Parish should protect the character of the Parish:

| | Yes | No |
|--|--------------------------|--------------------------|
| Encouraging re-use of land which has previously been developed | <input type="checkbox"/> | <input type="checkbox"/> |
| Ensuring new development does no harm to landscapes: hedgerows, woodland, priority habitats, nature reserves | <input type="checkbox"/> | <input type="checkbox"/> |
| Keeping approaches that have a rural feel and maintain current hedges, trees and grass verges | <input type="checkbox"/> | <input type="checkbox"/> |
| Keeping existing hedges, trees and grass verges along older through routes | <input type="checkbox"/> | <input type="checkbox"/> |

11. What priorities should the Neighbourhood Development Plan have in protecting the natural environment? Tick only three you consider the most important.

- Minimise light pollution by supporting a 'dark skies' policy
- Minimise the level of noise and other forms of pollution caused by development and transport infrastructure
- Promote the preservation and restoration of key local habitats and wildlife biodiversity
- Promote the protection of existing mature or important trees and hedgerows, groups of trees and woodland
- Manage the visual impact, scale and location of alternative energy installations

12. What priorities should the Neighbourhood Development Plan have in protecting the quality of the existing built environment? (Tick only the three you consider most important)

- Define and preserve the boundaries of our village

- Building design to be in keeping with the scale, location and appearance of existing buildings
- Use traditional local building materials
- Promote a high level of energy conservation/environmental sustainability in new buildings
- Identify any currently unlisted buildings that we should seek to protect by a local listing
- Use signage, advertising and street furniture that are in keeping with the character of our neighbourhood
- Ensure that business and residential development is in harmony with the rural character of the neighbourhood and sits well in the landscape
- Improve flood prevention measures, both within the design of buildings and elsewhere

13. Green spaces are any open spaces of land that are accessible to the public. This can include: playing fields and sports pitches, wildlife areas, parks, community gardens, greens, playgrounds and cemeteries. The National Planning Policy Framework gives local communities the opportunity to protect very important green areas by designating them as 'local green spaces'. This prevents them from being built on in all but exceptional circumstances. Please tick which three only of the following are most important to you:

- Better day-to-day care of existing green spaces
- More open green spaces linked to green corridors
- A full Green Spaces Plan to manage future needs of existing green spaces and promote more green spaces in new developments
- More work to protect local wildlife habitats
- More help to volunteers to manage open green spaces
- Separate space for wildlife and pets
- More allotments

14. Which three only of the following only would you most like to see provided in and around green open spaces?

- Play equipment for under fives

- Play equipment for 5-12 year olds
- Equipment for teenagers
- Fitness equipment for adults
- Communal orchards and edible plants
- Benches
- Walking routes
- Cycle friendly paths
- Wildlife areas, hedgerows, wild flower meadows, bird and bat boxes
- More litter and dog waste bins
- Tennis courts

15. Should more trees be planted in the parish?

- Yes
- No

If yes, where?

16. How much do you agree or disagree with the following statements in respect of future development policies? (Please tick one box per row)

| | Strongly agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree |
|---|--------------------------|--------------------------|-------------------------------|--------------------------|--------------------------|
| New development should be in keeping with the character of the immediate locality | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The density of new development should be in keeping with the immediate locality | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The heights of buildings on new development should not be higher than buildings in the immediate locality | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New development should enhance and preserve the | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Temple Balsall area

New housing should use renewable energy / green approaches to resource use e.g. water

New innovative styles of development should be supported e.g. one off 'eco' designs

17. What type of housing do you think that Balsall Parish needs most? (Tick all that apply)

- Low cost starter homes to own
- Small family homes (2/3 bedrooms)
- Larger family homes (4 or more bedrooms)
- Bungalows
- Rented homes (private)
- Rented homes (housing association)
- Shared ownership homes
- Retirement homes
- Sheltered accommodation
- Residential care
- Homes for disabled people
- Home dedicated for local people
- Flats

18. Do you think future development should be....? (Please tick one box per row)

| | Yes | No |
|--|--------------------------|--------------------------|
| A mixed development with different types and sizes of houses | <input type="checkbox"/> | <input type="checkbox"/> |
| In well-designed small clusters of houses | <input type="checkbox"/> | <input type="checkbox"/> |
| In large developments of houses | <input type="checkbox"/> | <input type="checkbox"/> |
| Garden infilling within the parish | <input type="checkbox"/> | <input type="checkbox"/> |

19. We need your opinion on business and employment in the Parish. (Please tick one box per row)

| | Yes | No |
|--|--------------------------|--------------------------|
| Do we need to encourage more local businesses? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do we need to encourage more local jobs? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do we need starter units / more premises or facilities for local businesses? | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> |

If you think we need more businesses / jobs located in Balsall Parish, please suggest what is needs and potential site locations.

20. Which of the following amenities and services need improving? (Please tick one box per row)

| | Yes | No |
|------------------------------|--------------------------|--------------------------|
| Improve footpath maintenance | <input type="checkbox"/> | <input type="checkbox"/> |
| Improve pavements | <input type="checkbox"/> | <input type="checkbox"/> |
| Improve mobile reception | <input type="checkbox"/> | <input type="checkbox"/> |
| Improve broadband | <input type="checkbox"/> | <input type="checkbox"/> |

Please outline 'other' amenities required in Balsall Parish:

21. Please indicate in the box below any other amenities and services you feel need improving.

22. Are existing bus services adequate in terms of.....? (Please tick one box per row)

| | Yes | No |
|---------|--------------------------|--------------------------|
| Routing | <input type="checkbox"/> | <input type="checkbox"/> |
| Timing | <input type="checkbox"/> | <input type="checkbox"/> |

| | | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Cricket pitch (The Lant) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Rugby (Honiley Road) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Football (Holly Lane) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Hockey (The Lant) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Allotments (Holly Lane) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Do you have any suggestions for improvement to any of the above locations?

4. Section 3 - Housing Needs in Balsall Parish

These are key questions for Balsall Parish Neighbourhood Development Plan because Plan policies should include provision for meeting housing needs in our community in addition to those allocated in the Solihull Local Plan. Please complete only if your household or individuals in your household have any of the following specific housing needs; your household expects to move in the next five years; members of your household have had to move outside of the Parish to afford a home in the past; your household or members of your household are on the Borough Council Housing List.

25. Is your household currently looking for alternative accommodation in the Parish? (Please tick one box. If you answer "No" then please proceed straight to question 28)

Yes

No

26. If yes, what are they looking for? (Please tick all that apply)

- House
- Bungalow
- Flat
- Room / Bedsit

27. What are the minimum of bedrooms needed?

28. Do you seek a home that is? (Please tick all that apply)

- Owned
- Rented
- In shared ownership (e.g. housing association)

29. Why does your whole household need alternative housing? (Please tick all that apply and the proceed straight to question 33)

- Need larger accommodation
- Need physically adapted home
- Need to be closer to relatives
- Need to be closer to a carer or dependent
- Need smaller accommodation
- Need less expensive home
- Need to own home
- Need to be closer to employment
- Need supported or specialised accommodation
- Other (please specify):

30. If your whole household isn't seeking alternative housing, is / are any individual, couple or group in your household currently looking for additional accommodation in the Parish? (Please tick one box) If you answer "no" please proceed straight to question 33.

Yes

No

31. If yes, what are you looking for? (Please tick as many boxes as apply)

- House
- Bungalow
- Flat
- Room / Bedsit

32. What are the minimum number of bedrooms needed?

33. Do they seek a home that is? (Please tick all that apply)

- Owned
- Rented
- In shared ownership (e.g. housing association)

34. Why does this individual, couple or group need alternative housing? (Please tick all that apply)

- Need larger accommodation
- Need physically adapted home
- Need to be closer to relatives
- Need to be closer to a carer or dependent
- Need smaller accommodation
- Need less expensive home
- Need to own home
- Need to be closer to employment
- Need supported or specialised accommodation
- Other (please specify):

35. As a household, do you expect your housing needs to change in the next 5 years? (Please tick the most likely option (s) in the boxes below)

- Move within Parish
- Move away from Parish
- Move to a smaller home
- Move to a larger home
- Other
- If other please explain in the box below, e.g. you might anticipate care needs or a young adult may need a separate home.

36. Is anyone in your household on the Borough housing waiting list?

Yes

No

5. Section 4 - About your Household

Please complete this as a household. this section is to provide an up to date picture (following the 2011 Census) of the make up of our Parish population.

37. What is your street address?

38. What made you choose to live here? (tick all that are relevant)

Family

Friends

Employment

Quality of property

Schools

Transport links

Local amenities

Retirement

Low crime area

Sense of community

Natural environment

Other (please specify):

39. How many years has your household lived in your current home? (Please tick one box)

Less than 1 year

1 - 5

- 6 - 10
- 11 - 20
- 21 - 40
- 41+

40. Age and number of people in your household (Please put the number of people in your household in each age range in the boxes below)

| | |
|---------|----------------------|
| 0 - 10 | <input type="text"/> |
| 11 - 18 | <input type="text"/> |
| 19 -24 | <input type="text"/> |
| 25 - 44 | <input type="text"/> |
| 45 - 59 | <input type="text"/> |
| 60 - 74 | <input type="text"/> |
| 75+ | <input type="text"/> |

41. Please indicate the number of people in your household that are currently.....? (Please put the number of people in each category in the boxes below)

| | |
|---|----------------------|
| Employed full time in the Parish | <input type="text"/> |
| Employed part time / casually in the Parish | <input type="text"/> |
| Employed outside of the Parish | <input type="text"/> |
| Self employed | <input type="text"/> |
| Student | <input type="text"/> |
| Unemployed | <input type="text"/> |
| Long term sick / disabled | <input type="text"/> |
| Retired | <input type="text"/> |
| Other | <input type="text"/> |

42. Please indicate the number of people in your household that predominantly work from home:

43. How do members of you household travel to work or access education? (Please put the number of people in each category in the box / boxes below)

| | |
|---|----------------------|
| Walk | <input type="text"/> |
| Cycle | <input type="text"/> |
| Drive using your own vehicle | <input type="text"/> |
| Public transport | <input type="text"/> |
| Combined public transport & driving, cycling or walking | <input type="text"/> |
| Taxi | <input type="text"/> |
| Not applicable | <input type="text"/> |

44. How frequently do individuals in your household use public transport for each of the following? (Tick all boxes that apply to members of your household)

| | Daily | Weekly | Fortnightly | Less than Monthly | Never |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Employment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Education | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Essential services, e.g. medical/shopping | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Recreation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

45. What is your current household circumstance? (Please tick one box)

- Own your home
- Rent privately
- Tied accommodation
- Housing association rent
- Housing association shared ownership

Other

46. What type of property do you live in? (Please tick one box)

- House
- Bungalow
- Flat/Maisonette
- Room/Bedsit

How many bedrooms have you?

47. Has anyone in your household had to leave the parish in the last 5 years because no affordable and / or suitable housing was available? (Please tick one box)

- Yes
- No

If, yes please specify number of people?

48. How many vehicles are in your household (cars / vans & motorcycles)? (Please tick one box)

- 0
- 1
- 2
- 3
- 4+

49. Where are your household's vehicles kept? (Please put number of vehicles in each category)

Garaged/car port

Parked on your premises

Parked on road outside home

Parked on road not outside your home

6. Section 5 - Local Business

Please complete only if one or more members of your household manage a business in the Parish, own a business located in the Parish or are self-employed and based in the Parish. This section tells us about the needs of businesses located in the Parish. It will help us to understand whether the Balsall Parish Neighbourhood Development Plan can potentially help local business. If there are multiple businesses operating from a single household, please photocopy and complete a second Section 5 and attach it to your questionnaire.

50. Do you run a business from....? (Please tick one box)

- Home in the Parish
- Premises in the Parish

51. Which sector best describes your business activity? (Please tick one box)

- Farming / Horticulture
- Building Trade
- Arts & Crafts
- Retail
- Tourism / Leisure
- Manufacturing
- IT / Business Services
- Food / Catering
- Consultancy
- Other

52. How many residents of the Parish do you employ? (Please give numbers as applicable)

Self only

Full-time

Part-time

Seasonal

53. How many residents outside of the Parish do you employ? (Please give numbers as applicable)

| | |
|-----------|----------------------|
| Self only | <input type="text"/> |
| Full-time | <input type="text"/> |
| Part-time | <input type="text"/> |
| Seasonal | <input type="text"/> |

54. Do you experience difficulties with the following? (Please tick as applicable)

- Recruiting trained / experience staff
- Recruiting trainees / apprentices
- Training staff
- Transport for staff to / from work
- Lack of local childcare facilities
- Poor broadband or mobile phone reception

55. Are your present business premises.....? (Please tick one box)

- Very suitable
- Adequate
- Unsuitable
- If your business premises are unsuitable please explain why below:

56. Would you be interested in premises in the Parish? (Please tick as applicable)

- Office space
- Packing, manufacturing space, warehousing or storage
- Workshop
- If other, please specify in the box below:

Appendix 2b: Covering letter for Balsall Parish Household Questionnaire

Dear Householder,

This questionnaire is a chance for you, and every individual living in Balsall Parish/Balsall Common, to influence what you want for our area and how you would like to see it develop over the next 15-20 years. The Localism Act 2011 included an important piece of legislation for local communities: it gives us the authority to make a Neighbourhood Development Plan which, when adopted by a 'community' referendum, voted for by Parishioners of Balsall Parish it will become a legal document and carry significant weight when planning decisions are made.

A Neighbourhood Development Plan must be community led and therefore all households should be involved to ensure their views are included and form part of the final document.

Please complete and return this questionnaire in the **FREEPOST** envelope provided by **Thursday 30th November 2017**.

This questionnaire will be independently processed by Stratford-Upon-Avon District Council to ensure that the analysis of the responses given is impartial. All data will be kept confidential in accordance with the Data Protection Act. Balsall Parish Council will not have access to individual responses during the analysis of the data.

Helen Dean Thank you for your interest and participation.

Cllr Helen Dean, Chair Neighbourhood Development Plan Committee

Please return your completed
questionnaire in the
FREEPOST
envelope provided by
Thursday 30th November
2017.



Supporting Our Community
BALSALL PARISH COUNCIL

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

HOUSEHOLD QUESTIONNAIRE NOVEMBER 2017

WHAT IS AN NDP?

N = NEIGHBOURHOOD



FACILITIES



PEOPLE



BUSINESSES

D = DEVELOPMENT



AMENITIES



INFRASTRUCTURE



HOUSING

P = PLAN



IDEAS



OPINIONS



REFERENDUM

BALSALL PARISH



BALSALL COMMON



TEMPLE BALSALL



FEN END
MEER END



Please return your
completed
questionnaire in the
FREEPOST
envelope provided by
Thursday 30th
November 2017.



Supporting Our Community

BALSALL PARISH COUNCIL



BALSALLNDP@GMAIL.COM





Supporting Our Community

BALSALL PARISH COUNCIL

BALSALL PARISH
NEIGHBOURHOOD PLAN
HOUSEHOLD QUESTIONNAIRE
RESULTS
2017
FINAL REPORT

Prepared by:
Stratford-on-Avon District Council
Performance, Consultation & Insight Unit
February 2018

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Appendices showing comments are included in a separate document.

Appendix 1 – Existing Parish Boundaries

1.0 Introduction

Balsall Parish Council designed a questionnaire to consult with residents to see what they want for the area and what they would like to see developed over the next 15-20 years.

The Localism Act 2011 included an important piece of legislation for local communities: it gives us the authority to make a Neighbourhood Development Plan which, when adopted by a 'community' referendum, voted for by Parishioners of Balsall Parish it will become a legal document and carry significant weight when planning decisions are made.

A Neighbourhood Development Plan must be community led and therefore all households should be involved to ensure their views are included and form part of the final document. This is why the questionnaire was produced.

The Plan can:

- Choose where new homes and other developments may be built over and above what is set out in the Solihull Local Plan (once published)
- Influence the type and design of development
- Identify and protect important local assets and green spaces
- Help identify the facilities and services essential to our growing community

2.0 Methodology

The Performance, Consultation and Insight Unit at Stratford-on-Avon District Council provides a service within the Council, but also offers its services as a market research agency to other District Councils, Parish and Town Councils and other public bodies. All **work undertaken by the Unit is done in line with the Market Research society's Code of Conduct**. The unit was engaged by Balsall Parish Council as they offer a fully comprehensive independent market research project to eliminate any conscious or unconscious bias from the Parish Council.

The questionnaire ran from Thursday 2nd November to Thursday 30th November 2017. All households in the Parish and the Balsall Common area were mailed a questionnaire. They were asked to complete the questionnaire on behalf of the household and return it using a Freepost envelope to Stratford-on-Avon District Council. The addresses were provided by Solihull Municipal Borough Council using the unedited electoral role, with the mailing addressed to the householder.

3326 questionnaires were distributed (2321 to those in Balsall Parish, 155 in the rural area of the Plan boundary and 850 to Berkswell Parish area). Appendix 1 shows a map of the parish boundaries. 14 of these questionnaires were returned to sender for a variety of reasons. 1277 questionnaires were returned in the timescale allowed, with a response rate of 38.5%. This response is good considering the methodology used of a full postal survey. There was an excellent publicity campaign to promote the questionnaire in the area and one that can be seen as best practice.

All the information provided was processed by an independent third party, and Stratford-on-Avon District Council (SDC) aggregated and analysed the responses to create this final report. This allowed complete confidentiality for the responses.

The report follows the order of the questionnaire. Charts and tables are used throughout the report to assist the interpretation of the results. In some cases, anomalies appear **due to "rounding"**. The term **"base"** in the tables and charts refers to the number of responses to a particular question.

3.0 Summary of Results

3.1 Challenges Facing Balsall Common

- 97% agreed that Balsall Common needs a continuous haul route for HS2 construction traffic to avoid using roads in and immediately around the village. 92% supported the retention of the Holly Lane playing fields as a public amenity for leisure.
- There was strong support for a bypass to be built around the village for through traffic (85%) and 81% supported the proposal to unite Balsall Common within one parish.
- 77% of residents supported the provision of more cycle paths within Balsall Common.
- The same figure of 73% agree/support came for no new housing to be constructed in or around Balsall Common until after completion of the HS2 construction in 2026 and that Balsall Street and Balsall Street East is the southern defensible boundary for new development in Balsall Common.
- 29% of those responding to the question on a Community Infrastructure Levy said there was a need for a leisure centre or gym, 17% felt the need for a multi-story car park/better parking/new car parking and 12% wished to see a younger children's play area/improve parks for children.
- Residents were given options as to what they would like to see provided in the village centre. Nine in ten wished to see improved parking, 57% improved traffic flow at the roundabout and 55% a pedestrian crossing. Electric car charging points received little support.

3.2 Your Opinion/Views

3.2.1 Environment

- Residents were very keen that any new development in Balsall Parish should protect the character of the Parish by encouraging the re-use of land previously developed (98%), ensuring new development does not harm landscapes etc (98%), keeping approaches that have a rural feel and maintain current hedges, trees and grass verges (97%) and 96% wanting to keep existing hedges, trees and grass verges along older through routes.
- The two priorities respondents want the most in the Plan to protect the natural environment are to minimise the level of noise and other forms of pollution caused by development and transport infrastructure (83%) and promote the protection of existing mature or important trees and hedgerows, groups of trees or woodland (81%).
- In terms of the priorities in the Plan for the protection of the quality of the existing built environment, 75% wanted to ensure that businesses and residential development is in harmony with the rural character of the neighbourhood and sits well in the landscape. 65% of respondents want building design to be in keeping with the scale, location and appearance of existing buildings. 55% of those answering the question wanted to define and preserve the boundaries of the village. There was less support for the use of traditional building materials (10%) and the identification of any current unlisted buildings that should be protected by a local listing (14%).

- Asked what the three most important were in terms of green spaces, 78% wished to see a full Green Spaces Plan, 56% more open spaces linked to green corridors and 54% wanted better day-to-day care of existing green spaces. There was less support for allotments (14%) and a separate space for wildlife and pets (17%).
- 59% wished to see more walking routes, 47% would like cycle friendly paths and 45% were in favour of wildlife areas, hedgerows, wild flower meadows, bird and bat boxes.
- 71% would like to see more trees planted in the Parish. 24% said they should be planted amongst new housing or new housing developments, 12% along all main roads, 10% wherever you can and another 10% in green spaces only.

3.2.2 Development

- 93% strongly agreed or agreed that the height of new buildings should not be higher than buildings in the intermediate locality. 92% of respondents strongly agreed or agreed that new development should be in keeping with the character of the immediate locality and the same percentage wanted the density of new housing in keeping with the immediate locality. Least support was the support for new innovative style of development (16% disagreed or strongly disagreed).
- 74% felt there was a need mostly for small family homes of two or three bedrooms. 60% wanted to see low cost starter homes, 45% bungalows and 40% homes that are dedicated for local people only. There was little support for flats and private rented homes.
- Asked what the future development should look like 93% were in favour of well-designed small clusters of houses, 83% wanted a mixed development with different types and sizes of housing and 40% were happy to see garden infilling within the Parish. There was little support for large developments of housing (9%).

3.2.3 Business and Employment

- Looking at business and employment in the Parish, 80% of respondents felt there was a need to encourage more local jobs and more local businesses. 64% thought there was a need to encourage starter units/more premises or facilities for local businesses.
- Asked to suggest what was needed in terms of more businesses/jobs located in the Parish and potential site location, 55 or 12% suggested more shops, 52 or 11% small start-up business units and 45 or 10% more shops/variety of shops.

3.2.4 Infrastructure

- Asked what amenities and services need improving, 76% felt the need for an improved footpath maintenance, 73% improved pavements, 68% improved mobile reception and 58% improved broadband.
- 42% of those responding to the question felt the mobile reception required improvement, 35% wished to see footpaths and pavements repaired and 24% wanted faster broadband. 16% felt that Virgin Media had ruined the pavements and these needed rectifying.
- 66% of respondents were concerned about the sewers and drainage as a result of further development, 44% broadband, 40% both water supply and mobile

reception, a third the electricity supply and with the least concern, the gas supply (28%).

3.2.5 Public Transport, Traffic and Parking

- Residents were asked to rate the existing bus services in terms of three aspects. 47% felt both timing and the routing were adequate with 43% feeling this way about frequency.
- 36% of those responding to the question wanted an improved frequency of busses and 32% wanted more bus routes to Kenilworth. 18% wished to see an early or late service and 15% said they did not use the bus service. 12% wished to see bus routes to Solihull.
- 88% felt there should be more provision for car parking in any new development and 73% felt speeding was a problem.
- 64% of respondents were of the opinion that traffic/speed restrictions be introduced and 61% felt the road surfaces needed improving.
- Asked their opinion on traffic and parking in the parish, 156 respondents (19%) mentioned speeding in Station Road, 107 or 13% said speeding in Kenilworth Road and 10% for both felt there should be adequate parking for new development housing and more parking was required.

3.2.6 Services

- 43% went to Lavender Hall Park on a daily or weekly basis. 18% of respondents had never used the facility. 11% went to the Holly Lane Playing Fields on a daily or weekly basis and exactly one in ten used the Village Hall weekly. 37% of the sample had used the Library and 11% the Jubilee Centre on at least a monthly basis.

3.3 Housing Needs in Balsall Parish

- Asked whether the household was currently looking for alternative housing in the Parish, 13% of respondents said they were – 147 in total.
- Of those looking for alternative housing in the Parish, 60% would like a house, 44% a bungalow and 11% a Flat.
- Those looking for alternative housing was asked what the minimum number of bedrooms were needed. 67 responded with a requirement of two bedrooms and 49 wanted three bedrooms.
- 91% would like a home they could own, 11% were after rented and 7% shared ownership.
- Asked why the household need alternative housing, 64 need smaller accommodation, 34 need larger accommodation and 30 for both need to own their own home or need a less expensive home.
- For those looking for additional accommodation in the Parish, 63% wanted a house, 46% a flat, 13% a bungalow and 1% a room or bedsit.

- Those looking for additional accommodation was asked what the minimum number of bedrooms were needed. 44 responded with a requirement of two bedrooms and 17 wanted three bedrooms.
- For those looking for additional accommodation in the Parish, 82% wish to own a property, 29% rent and 22% have a shared ownership arrangement.
- Asked why the individual, couple or group need additional accommodation, 46 needs to own their own home, 22 needs a less expensive home and 17 need to be closer to relatives.
- 265 households expect their housing needs to change by moving to a smaller house, 175 would to move within the parish and 152 move away from the Parish.

3.4 Household Profile

- A third of households have lived in Balsall Parish between 21 and 40 years, followed by 28% who have been there between 11 and 20 years.
- The top three reasons why people choose to live in Balsall Parish are the quality of the properties (56%), the natural environment (54%) and the schools (52%).
- Asked the age and number of people in their household, the prominent age bracket was 60 to 74 with 834 people, followed by the 45 to 59 age group with 732.
- 1011 retired people lived in households completing the questionnaire, followed by 990 people who are employed outside the Parish.
- For those responding to the question, 153 people work predominantly at home in the Parish and 45 households see two people working from home.
- 81% of household members travel to work or access education by driving their own vehicle.
- On a daily or weekly basis, 10% of individuals in a household use public transport for education, 17% use it for employment, 13% for essential services and 16% for recreation.
- 95% of those completing the questionnaire owned their home.
- 88% of households completing the questionnaire live in houses, 9% in bungalows and 3% in flats/maisonettes.
- 51% have four bedrooms, 23% having three bedrooms. 17% of properties are five bed roomed houses.
- 10% of households have seen someone leave the Parish in the last five years because no affordable and/or suitable housing was available.
- From the questionnaire sample, 173 people have left the Parish in the last five years because there was no affordable and/or suitable housing available.
- 51% of households have two cars/vans or motorcycles.
- 37 vehicles were parked on the road but not outside their home or parked elsewhere off road.

3.5 Business

- Asked if they run a business from home in the Parish, 138 households responded they did, with 21 households having premises in the Parish.
- For those running a business in the Parish, 54 of them offer consultancy services.
- 567 full-time jobs come from those who run a business in the Parish.
- For residents who are employed in the Parish but live outside, 35 jobs are seasonal and 71 full-time.
- For those running a business in the Parish, 88% complained of poor broadband or mobile phone reception. 18% had difficulties recruiting trained or experienced staff.
- 52% of business owners in the Parish felt their premises were very suitable, 42% felt they were adequate and 6% unsuitable. 11 responses were made about their business premises being unsuitable and these are included in the separate Appendix document.
- 18 owners would be interested in office space in the Parish and 8 would have a workshop.

4.0 Results in Details

4.1 Challenges facing Balsall Common

Residents were asked to think about the challenges facing Balsall Common. They were asked whether they supported a number of important issues.

97% agreed that Balsall Common needs a continuous haul route for HS2 construction traffic to avoid using roads in and immediately around the village. 92% supported the retention of the Holly Lane playing fields as a public amenity for leisure.

There was strong support for a bypass to be built around the village for through traffic (85%) and 81% supported the proposal to unite Balsall Common within one parish.

Just over three-quarters (77%) of residents supported the provision of more cycle paths within Balsall Common.

The same figure of 73% agree/support came for no new housing to be constructed in or around Balsall Common until after completion of the HS2 construction in 2026 and that Balsall Street and Balsall Street East is the southern defensible boundary for new development in Balsall Common.

Table 1:

| Do you agree or support the following...? | Number | % |
|---|---------------|----------|
| Do you support the retention of the Holly Lane playing fields as a public amenity for leisure? (1227) | 1132 | 92 |
| Do you agree that Balsall Common needs a continuous haul route for HS2 construction traffic to avoid using roads in and immediately around the village? (1244) | 1204 | 97 |
| Do you support a bypass to be built around Balsall Common for through traffic? (1237) | 1054 | 85 |
| Do you support the proposal to unite Balsall Common within one parish, by moving from the existing eastern parish boundary that splits the village, to the easily identified strong boundary marked by the HS2 railway line east of Balsall Common (1185) | 960 | 81 |
| Do you support the provision of more cycle paths within Balsall Common? (1230) | 947 | 77 |
| Do you agree that no new housing is to be constructed in or around Balsall Common until after completion of the HS2 construction in 2026? (1241) | 903 | 73 |
| Do you support Balsall Street and Balsall Street East as the southern defensible boundary for new development in Balsall Common? (1177) | 863 | 73 |
| Base: (All Respondents) () | | |

Residents were told that a Community Infrastructure Levy (CIL) will be paid by developer to Solihull council on completion of most new homes. Any adopted Plan means the Parish would receive 25% of CIL which could amount to hundreds of thousands of pounds. With this in mind residents were asked for ideas for projects to receive such funding.

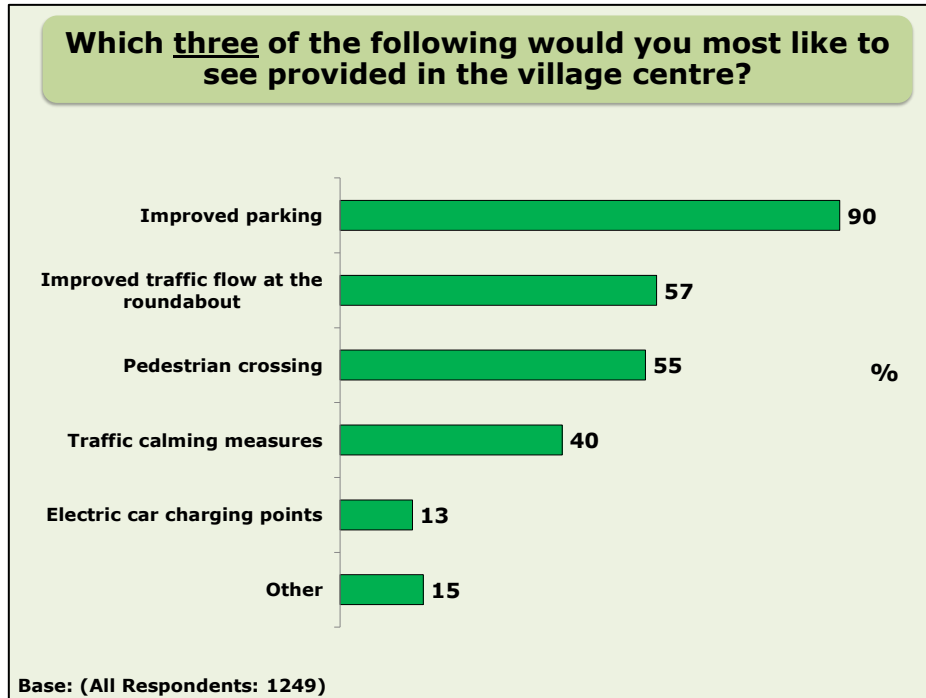
29% of those responding to the question said there was a need for a leisure centre or gym, 17% felt the need for a multi-story carpark/better parking/new car parking and 12% wished to see a younger children's play area/improve parks for children.

Table 2:

| Ideas for community development projects to receive funding (Responses 2% and above) | Number | % |
|---|---------------|----------|
| Leisure Centre/Gym | 217 | 29% |
| Multi-storey car park/Better parking provisions/New car park/Better parking | 125 | 17% |
| Younger children's play area/ Improve parks for children | 88 | 12% |
| Community centre / Village hall | 84 | 11% |
| Sports facilities/all-weather pitches | 82 | 11% |
| New school/Bigger school | 55 | 7% |
| Cycle paths/routes | 55 | 7% |
| Swimming pool | 53 | 7% |
| Clean up of parks and public areas | 50 | 7% |
| New shops/improved central shopping area | 44 | 6% |
| Facilities for teenagers/Youth Club | 42 | 6% |
| Bypass | 40 | 5% |
| New GP's/Doctors surgery/Larger doctors | 38 | 5% |
| Community transport/better public transport links | 34 | 5% |
| Traffic calming measures | 30 | 4% |
| Problem parking by shops/school/in village in general | 25 | 3% |
| Police station/more police presence | 25 | 3% |
| More facilities for elderly/health and social care | 25 | 3% |
| Pedestrianise village centre/Re-develop centre of village | 24 | 3% |
| Plant more trees/flowers | 21 | 3% |
| Improve pavements/pathways | 19 | 3% |
| Wildlife corridors/green spaces/create wildlife areas | 18 | 2% |
| Youth projects | 15 | 2% |
| Cinema/Theatre | 15 | 2% |
| Outdoor recreation area/green gym | 15 | 2% |
| Better infrastructure/Amenities | 14 | 2% |
| Culture facilities - theatre/music/arts | 14 | 2% |
| Pedestrian crossings | 12 | 2% |
| Other | 128 | 17% |
| Base: (All Respondents) | (741) | |

Residents were given options as to what they would like to see provided in the village centre. Nine in ten wished to see improved parking, 57% improved traffic flow at the roundabout and 55% a pedestrian crossing. Electric car charging points received little support.

Chart 1:



15% of respondents answered "other" to what they would like to see provided in the village centre and these were summarised. 12% wanted better parking provision or more parking in the village centre and 11% wished for better shops/retail facilities.

Table 3:

| What would you most like to see provided in the Village Centre – Other responses | Number | % |
|---|---------------|----------|
| Not applicable | 33 | 15% |
| Parking provision/more parking | 26 | 12% |
| Better shops/retail facilities/local produce | 23 | 11% |
| Village needs a bypass | 17 | 8% |
| Traffic calming/speed cameras/speed bumps | 17 | 8% |
| Police presence/CSO's | 17 | 8% |
| Pedestrianise area | 15 | 7% |
| Parking at shops needs improving/redesigning/angled parking | 15 | 7% |
| Centre needs shops front tidying up | 11 | 5% |
| More trees and flowers planted | 10 | 5% |
| More facilities/infrastructure | 8 | 4% |
| Street lighting | 7 | 3% |
| Pedestrian crossings | 7 | 3% |
| Cycle paths/cycle tracks | 6 | 3% |
| Gym/sport facility | 6 | 3% |
| Restrict lorries parking/only trade vehicles in centre | 6 | 3% |
| Make more attractive i.e. flower beds | 5 | 2% |
| Parking at station | 5 | 2% |
| Pavements/walkways repaired/more pavements | 5 | 2% |
| Better bus service evenings/weekends | 4 | 2% |
| One way streets to ease traffic/congestion | 4 | 2% |
| Cycle rack | 3 | 1% |
| Public toilets | 3 | 1% |
| More outdoor seating | 3 | 1% |
| Better pavements for disabled scooters | 2 | 1% |
| Other | 12 | 6% |
| Base: (All Respondents) | (216) | |

4.2 Your Opinions/Views

Residents were asked what was of value to them in the Parish, what should be protected and how development should take place.

4.2.1 Environment

Residents were very keen that any new development in Balsall Parish should protect the character of the Parish by encouraging the re-use of land previously developed (98%), ensuring new development does not harm landscapes etc (98%), keeping approaches that have a rural feel and maintain current hedges, trees and grass verges (97%) and 96% wanting to keep existing hedges, trees and grass verges along older through routes.

Table 4:

| Any new development in Balsall Parish should protect the character of the Parish...? | Number | % |
|---|---------------|----------|
| Encouraging re-use of land which has previously been developed (1215) | 1196 | 98 |
| Ensuring new development does not harm landscapes: hedgerows, woodland, priority habitats, nature reserves (1216) | 1190 | 98 |
| Keeping approaches that have a rural feel and maintain current hedges, trees and grass verges (1200) | 1169 | 97 |
| Keeping existing hedges, trees and grass verges along older through routes (1191) | 1148 | 96 |
| Base: (All Respondents) () | | |

The two priorities respondents want the most in the Plan to protect the natural environment are to minimise the level of noise and other forms of pollution caused by development and transport infrastructure (83%) and promote the protection of existing mature or important trees and hedgerows, groups of trees or woodland (81%).

A 'dark skies' policy had comparatively little support at 20%.

Table 5:

| What priorities should the Neighbourhood Plan have in protecting the natural environment? | Number | % |
|---|---------------|----------|
| Minimise the level of noise and other forms of pollution caused by development and transport infrastructure | 1030 | 83 |
| Promote the protection of existing mature or important trees and hedgerows, groups of trees or woodland | 1005 | 81 |
| Promote the preservation and restoration of key local habitats and wildlife biodiversity | 784 | 63 |
| Manage the visual impact, scale and location of alternative energy installations | 564 | 45 |
| Minimise light pollution by supporting a 'dark skies' policy | 254 | 20 |
| Base: (All Respondents) | (1242) | |

In terms of the priorities in the Plan for the protection of the quality of the existing built environment, exactly three-quarters wanted to ensure that businesses and residential development is in harmony with the rural character of the neighbourhood and sits well in the landscape. Around two-thirds (65%) of respondents want building design to be in

keeping with the scale, location and appearance of existing buildings. Over half (55%) of those answering the question wanted to define and preserve the boundaries of the village.

There was less support for the use of traditional building materials (10%) and the identification of any current unlisted buildings that should be protected by a local listing (14%).

Table 6:

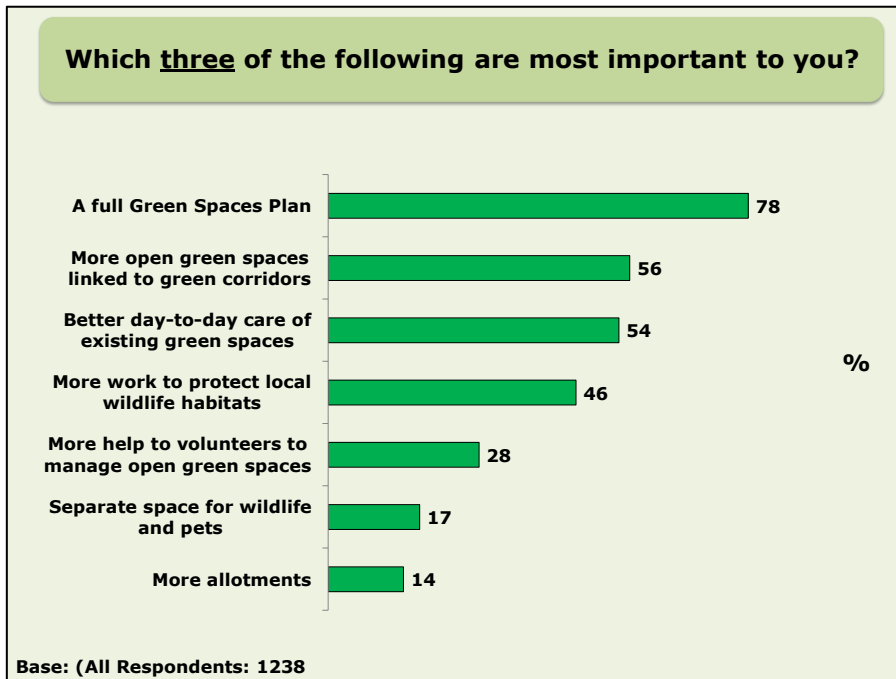
| What priorities should the Neighbourhood Plan have in protecting the quality of the existing built environment? | Number | % |
|---|---------------|----------|
| Ensure that businesses and residential development is in harmony with the rural character of the neighbourhood and sits well in the landscape | 931 | 75 |
| Building design to be in keeping with the scale, location and appearance of existing buildings | 809 | 65 |
| Define and preserve the boundaries of our village | 688 | 55 |
| Promote a high level of energy conservation/environmental sustainability in new buildings | 449 | 36 |
| Use signage, advertising and street furniture that are in keeping with the character of our neighbourhood | 277 | 22 |
| Improve flood prevention measures, both within the design of buildings and elsewhere | 241 | 19 |
| Identify any currently unlisted buildings that we should seek to protect by a local listing | 174 | 14 |
| Use traditional local building materials | 123 | 10 |
| Base: (All Respondents) | (1247) | |

Respondents were given a definition of green spaces (any open spaces of land that are accessible to the public) and then asked two questions.

Asked what the three most important were in terms of green spaces, over three-quarters (78%) wished to see a full Green Spaces Plan, 56% more open spaces linked to green corridors and 54% wanted better day-to-day care of existing green spaces.

There was less support for allotments (14%) and a separate space for wildlife and pets (17%).

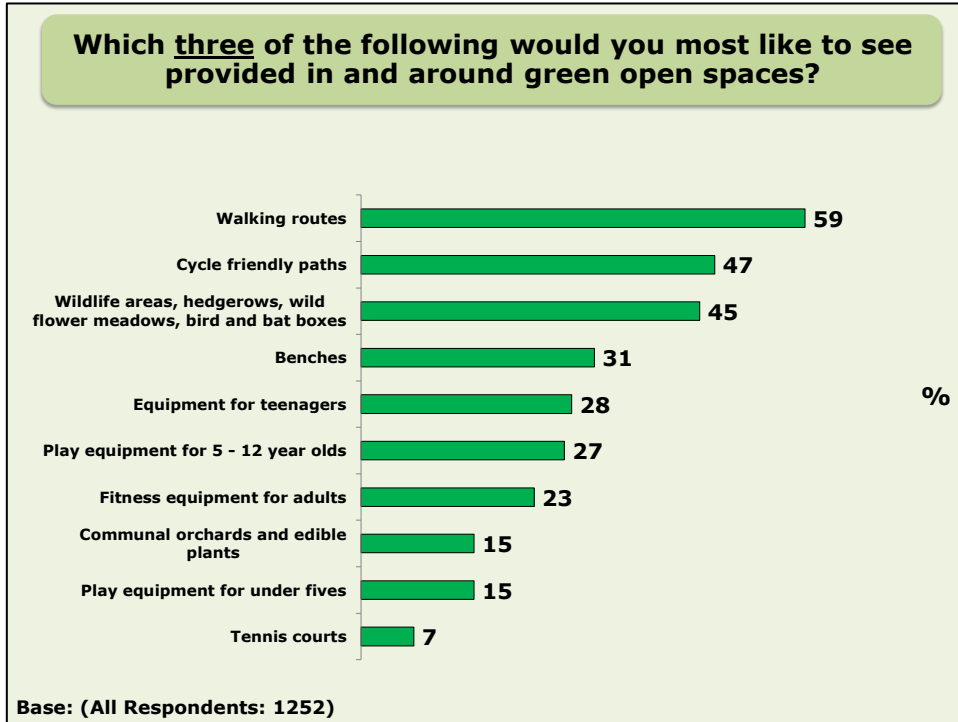
Chart 2:



Given a list of options respondents were asked what they would like to see provided in and around green open spaces.

Six in ten (59%) wished to see more walking routes, 47% would like cycle friendly paths and 45% were in favour of wildlife areas, hedgerows, wild flower meadows, bird and bat boxes.

Chart 3:



Just over seven out of ten parishioners (71%) would like to see more trees planted in the Parish.

Chart 4:



If respondents wanted more trees they were asked where they should be planted. There were 600 responses.

Just under a quarter (24%) said they should be planted amongst new housing or new housing developments, 12% along all main roads, 10% wherever you can and another 10% in green spaces only.

Table 7:

| Should more trees be planted in the Parish? If yes, where? | Number | % |
|---|---------------|----------|
| Amongst new housing/new developments | 144 | 24% |
| Along all main roads | 72 | 12% |
| Wherever you can | 61 | 10% |
| Green space only | 61 | 10% |
| In centre of village | 38 | 6% |
| Everywhere | 37 | 6% |
| All parks areas | 35 | 6% |
| Kenilworth Road | 29 | 5% |
| Lavender Hall Park | 24 | 4% |
| Where noise is generated to screen it | 23 | 4% |
| Between village and HS2 along route | 23 | 4% |
| Where appropriate | 22 | 4% |
| To replace diseased trees/felled trees | 21 | 4% |
| Any open space unused | 19 | 3% |
| Village/field boundaries | 16 | 3% |
| Near playing fields | 12 | 2% |
| Open verges/road verges | 12 | 2% |
| Land rear of Balsall Street East | 11 | 2% |
| Station Road | 9 | 2% |
| In clusters/groups at edge of wooded areas | 7 | 1% |
| Roundabouts | 7 | 1% |
| Hedgerows | 6 | 1% |
| Balsall Common | 5 | 1% |
| Encourage in gardens | 5 | 1% |
| Plant fruit trees | 4 | 1% |
| Residential areas | 4 | 1% |
| Holly Lane/Holly Lane Park | 3 | 1% |
| Create green/wildlife corridors | 3 | 1% |
| In high traffic areas | 3 | 1% |
| None | 3 | 1% |
| Other | 7 | 1% |
| Base: (All Respondents) | (600) | |

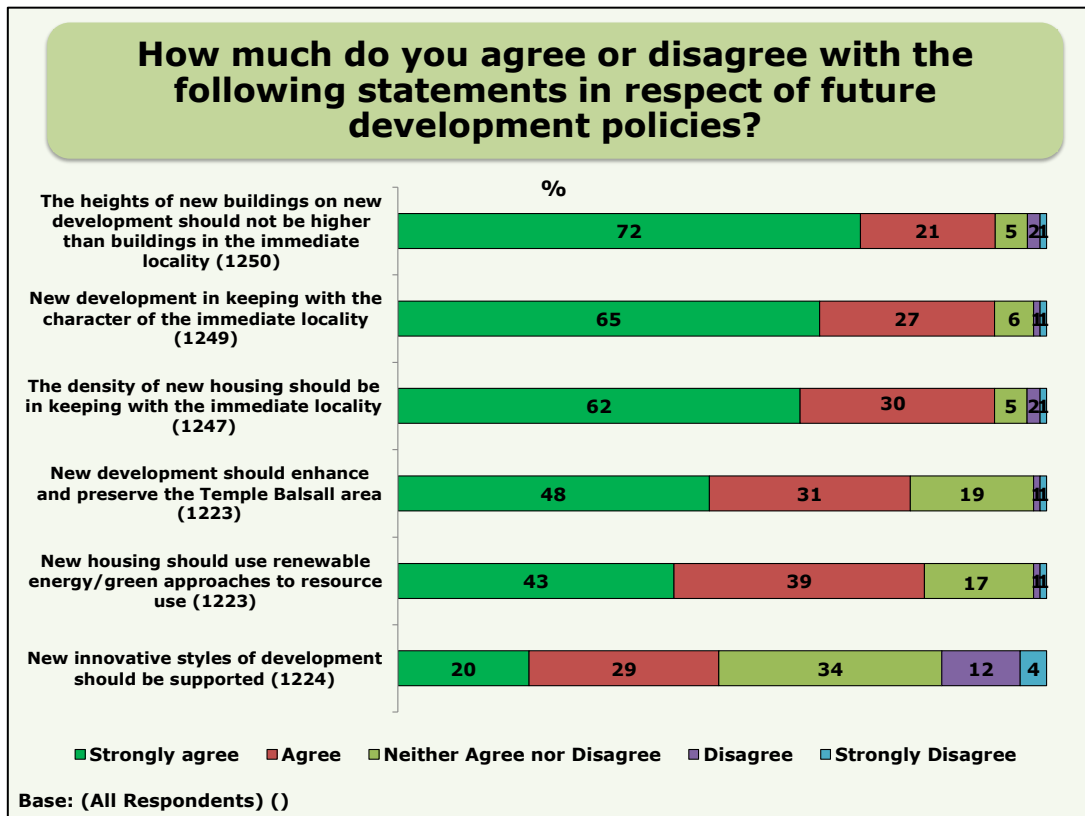
4.2.2 Development

Residents were asked to agree or disagree with a series of statement in respect of future development policies.

93% strongly agreed or agreed that the height of new buildings should not be higher than buildings in the intermediate locality. 92% of respondents strongly agreed or agreed that new development should be in keeping with the character of the immediate locality and the same percentage wanted the density of new housing in keeping with the immediate locality.

Least support was the support for new innovative style of development (16% disagreed or strongly disagreed).

Chart 5:

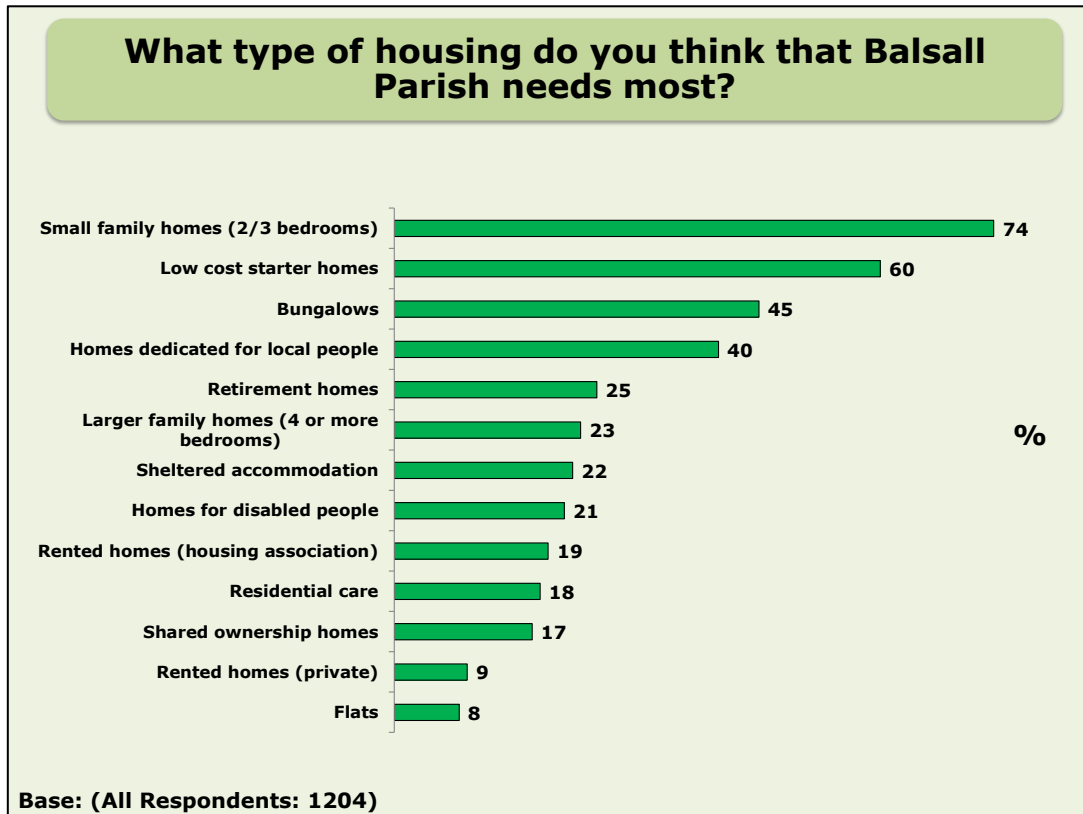


Balsall parishioners were asked what type of housing Balsall Parish needs most in the future.

Three-quarters (74%) felt there was a need mostly for small family homes of two or three bedrooms. Exactly six out of ten wanted to see low cost starter homes, 45% bungalows and exactly four in ten homes that are dedicated for local people only.

There was little support for flats and private rented homes.

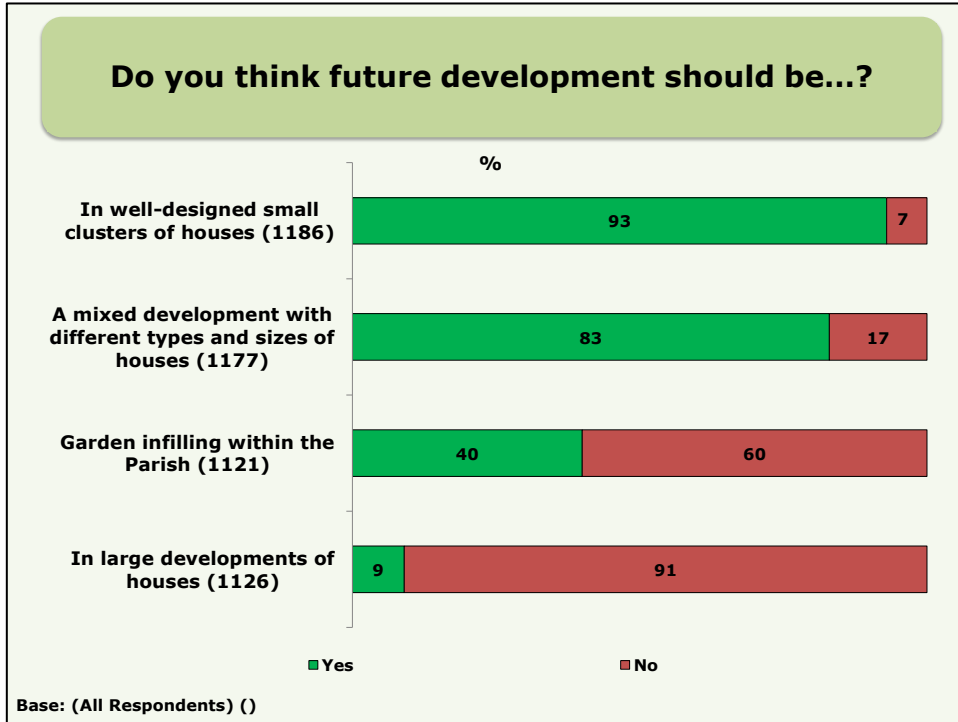
Chart 6:



Asked what the future development should look like 93% were in favour of well-designed small clusters of houses, 83% wanted a mixed development with different types and sizes of housing and 40% were happy to see garden infilling within the Parish.

There was little support for large developments of housing – less than one in ten felt this way (9%).

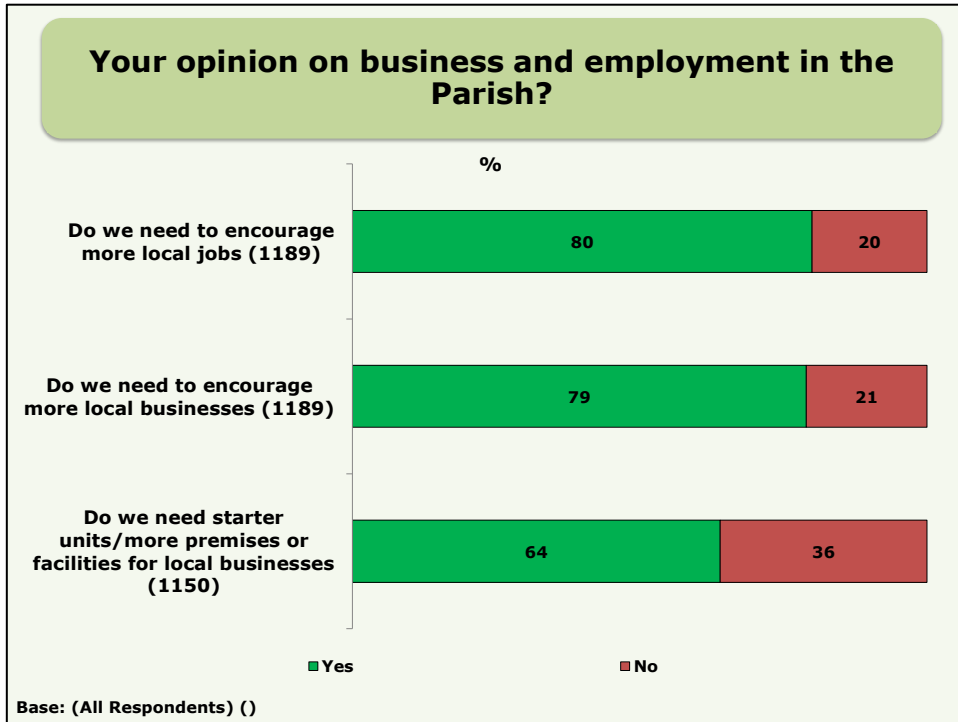
Chart 7:



4.2.3 Business and Employment

Looking at business and employment in the Parish, eight out of ten respondents felt there was a need to encourage more local jobs and more local businesses. Just under two-thirds (64%) thought there was a need to encourage starter units/more premises or facilities for local businesses.

Chart 8:



Asked to suggest what was needed in terms of more businesses/jobs located in the Parish and potential site location, 55 or 12% suggested more shops, 52 or 11% small start-up business units and 45 or 10% more shops/variety of shops.

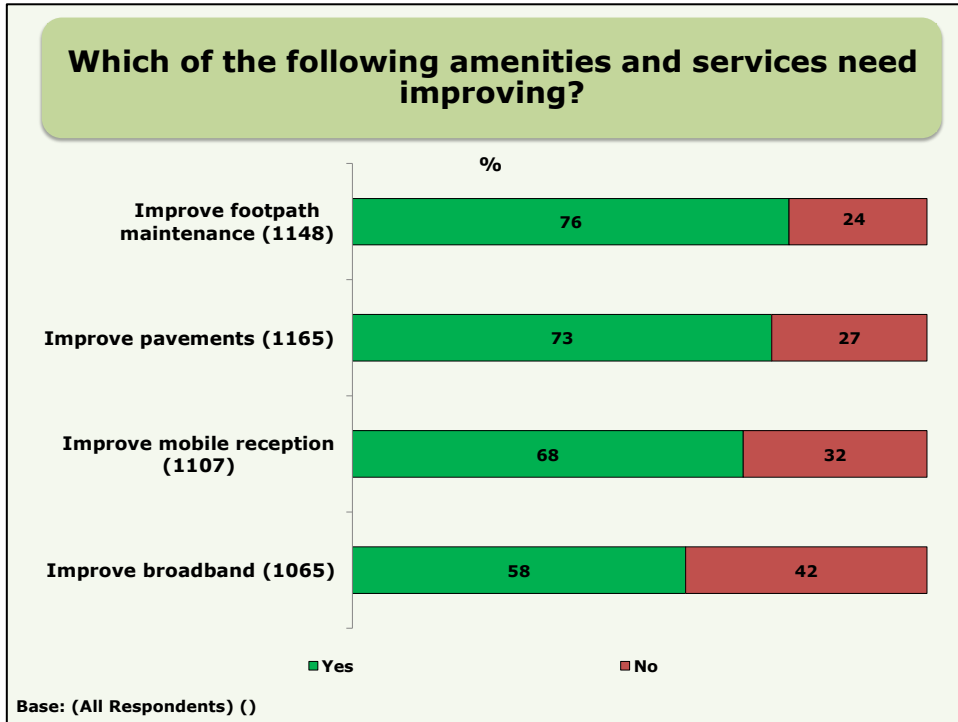
Table 8:

| If you think we need more businesses/jobs located in Balsall Parish, suggested needs and potential site locations (Responses 2% and above) | Number | % |
|---|---------------|----------|
| Local business shops i.e. decorators, green grocers, gardeners | 55 | 12% |
| Small start-up business units/hot desks/SME's | 52 | 11% |
| More Shops/variety shops | 45 | 10% |
| Business located near station/HS2 route | 34 | 7% |
| Unused/empty buildings/farms | 29 | 6% |
| Chinese restaurant, wine bar, restaurants | 26 | 6% |
| Along HS2 boundary | 22 | 5% |
| Business park/SME's | 20 | 4% |
| Small individual units/light engineering | 20 | 4% |
| Specialists i.e. artisan/art/bakery | 18 | 4% |
| Small high tech businesses/IT | 18 | 4% |
| Leisure centre/gym for local jobs | 18 | 4% |
| Supermarket with parking/M&S | 15 | 3% |
| Build on brownfield sites | 14 | 3% |
| Independent traders | 13 | 3% |
| New village centre with development - coffee shops, restaurants | 11 | 2% |
| Improve transport/public transport links | 10 | 2% |
| Craft centre encourage local stalls | 10 | 2% |
| Apprenticeships for youth | 9 | 2% |
| Need a bank | 8 | 2% |
| Commercial businesses | 8 | 2% |
| Mix of businesses | 8 | 2% |
| Other | 112 | 24% |
| Base: (All Respondents) | (458) | |

4.2.4 Infrastructure

Asked what amenities and services need improving, 76% felt the need for an improved footpath maintenance, 73% improved pavements, 68% improved mobile reception and 58% improved broadband.

Chart 9:



Asked what "other" amenities are required in Balsall Parish, 11% wished to see more or better parking, the same percentage wanted cycle paths or a cycleway and 10% wanted a leisure centre/gym/sports facilities. In total 298 responses were given.

Table 9:

| Outline amenities required in Balsall Parish (4 comments or more) | Number | % |
|--|---------------|----------|
| More/Better parking | 34 | 11% |
| Cycle paths/cycleway | 33 | 11% |
| Leisure Centre/Gym/Sports Facilities | 31 | 10% |
| Road repairs/maintenance | 20 | 7% |
| More local buses/more buses/evening buses | 20 | 7% |
| Better footpaths/more pavements/walkways | 18 | 6% |
| Pavements need repairing | 16 | 5% |
| Traffic/traffic calming | 12 | 4% |
| Swimming pool | 12 | 4% |
| More Police presence/community support officer | 11 | 4% |
| More street lighting/street lighting repaired | 11 | 4% |
| More litter bins | 10 | 3% |
| Cutting hedges/overhanging | 9 | 3% |
| Facilities for youth/teenagers | 9 | 3% |
| Public transport/more/better trains | 9 | 3% |
| New Primary School | 8 | 3% |
| More shops/shopping facilities | 8 | 3% |
| Bigger doctors surgery/Another GP/Better opening hours | 8 | 3% |
| Public toilets | 6 | 2% |
| Better park/play area facilities | 6 | 2% |
| More pedestrian crossings | 6 | 2% |
| Poor mobile reception/phone signal/TV | 6 | 2% |
| Bank/need a ban | 6 | 2% |
| Dog poo bins | 4 | 1% |
| Artisan shops/wine bars/bars | 4 | 1% |
| Sewage/water drainage issues | 4 | 1% |
| Parking on pavements | 4 | 1% |
| Other | 24 | 8% |
| Base: (All Respondents) | (298) | |

Residents were asked to identify different amenities and services and how they should be improved – 784 responses were made.

42% of those responding to the question felt the mobile reception required improvement, 35% wished to see footpaths and pavements repaired and 24% wanted faster broadband. 16% felt that Virgin Media had ruined the pavements and these needed rectifying.

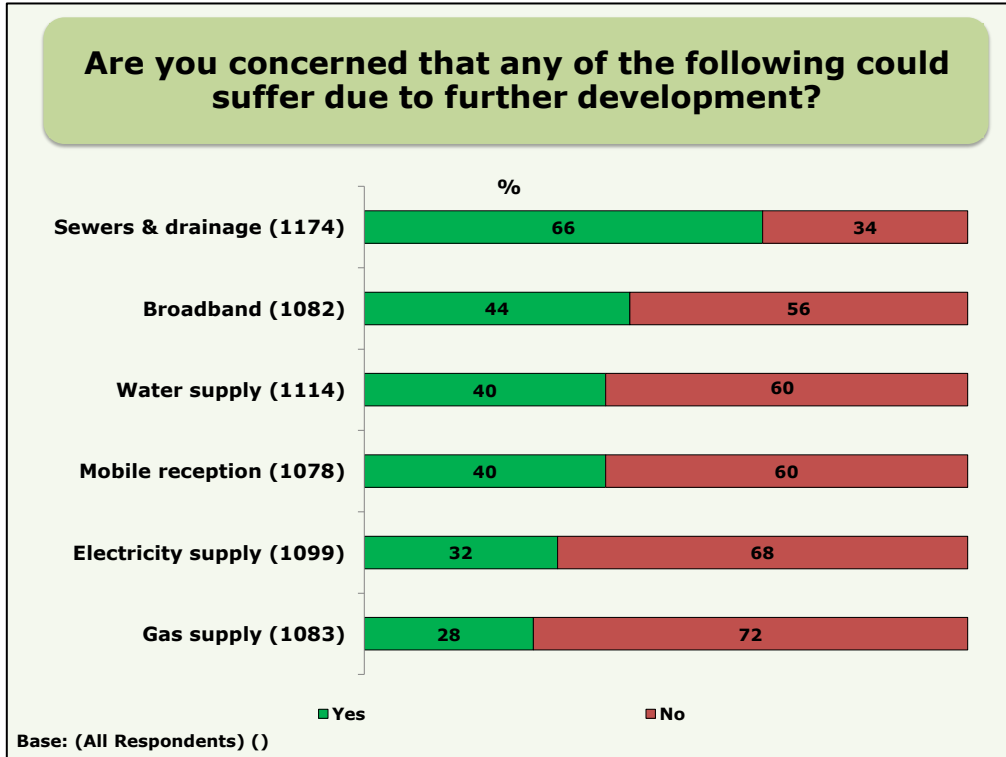
Table 10:

| Why respondents feel different amenities and services need improving (4 comments or more) | Number | % |
|--|---------------|----------|
| Mobile reception | 331 | 42% |
| Footpaths and pavements repaired | 276 | 35% |
| Faster broadband | 187 | 24% |
| Pavements ruined by Virgin Media - need rectifying | 127 | 16% |
| Overgrown footpaths/Tree routes | 73 | 9% |
| Improved pavements for disabled/elderly/pushchairs | 32 | 4% |
| Roads repaired | 21 | 3% |
| Hedges overhanging need cutting | 27 | 3% |
| Stop cars parking on pavements | 22 | 3% |
| More footpaths and pavements where there are none | 23 | 3% |
| Need cycle/running/walking paths | 12 | 2% |
| Leaf/debris clearing | 12 | 2% |
| Area needs tidying up/general maintenance of area | 11 | 1% |
| More street lighting | 8 | 1% |
| Better signposting | 8 | 1% |
| Residents safety/health and safety | 8 | 1% |
| Widen footpath/pavements | 6 | 1% |
| Bus service | 4 | 1% |
| Other | 9 | 1% |
| Base: (All Respondents) | (784) | |

Residents were asked what type of infrastructure could suffer as a result of further development.

Two-thirds (66%) of respondents were concerned about the sewers and drainage, 44% broadband, 40% both water supply and mobile reception, a third the electricity supply and with the least concern, the gas supply (28%).

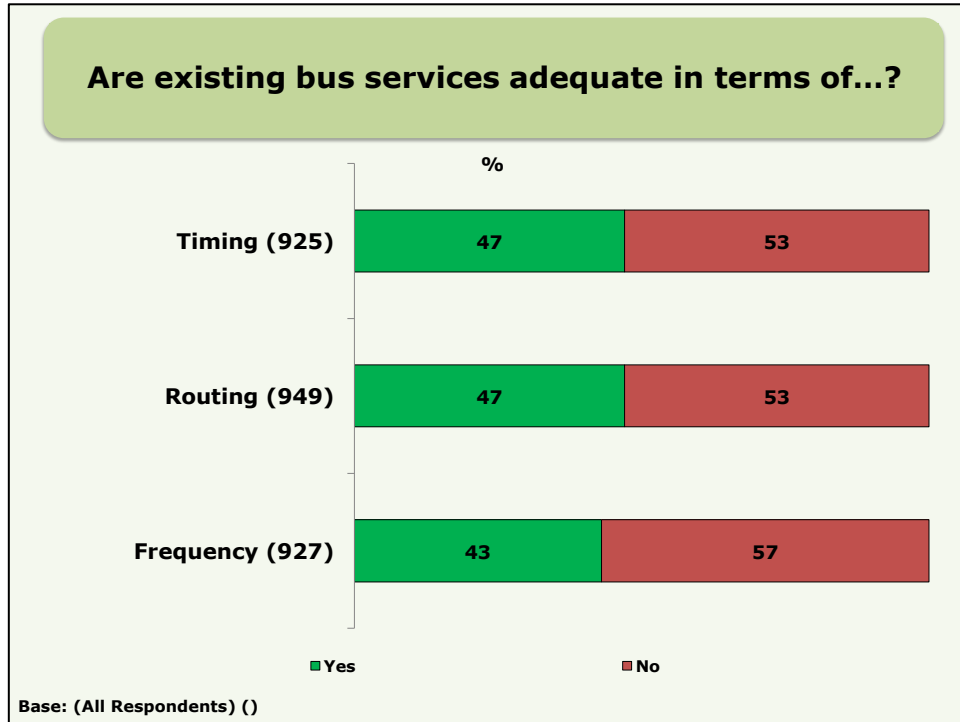
Chart 10:



4.2.5 Public Transport, Traffic and Parking

Residents were asked to rate the existing bus services in terms of three aspects. 47% felt both timing and the routing were adequate with 43% feeling this way about frequency.

Chart 11:



Residents were asked to expand on their answers to questions on bus services (628 made).

36% of those responding to the question wanted an improved frequency of busses and 32% wanted more bus routes to Kenilworth. 18% wished to see an early or late service and 15% said they did not use the bus service. 12% wished to see bus routes to Solihull.

Table 11:

| Expansion of answers to bus services adequacy in terms of routing, timing and frequency (4 comments or more) | Number | % |
|---|---------------|----------|
| Improve frequency | 225 | 36% |
| More bus routes to Kenilworth | 201 | 32% |
| Later service/Early service | 115 | 18% |
| Don't use bus service | 93 | 15% |
| Bus route to Solihull | 73 | 12% |
| Weekend Services/Saturday and Sunday | 53 | 8% |
| More bus routes to Leamington | 44 | 7% |
| Bus service poor/needs improvement/awful | 41 | 7% |
| More buses needed/improve buses | 41 | 7% |
| Bus route to Coventry | 40 | 6% |
| More bus routes to Warwick | 38 | 6% |
| Bus route station | 25 | 4% |
| More routes and stops | 23 | 4% |
| Bus routes to doctors/surgery | 21 | 3% |
| Routes take too long | 19 | 3% |
| More bus routes to Meriden | 14 | 2% |
| Re-routing of service | 12 | 2% |
| Reliability of service | 11 | 2% |
| Bus route to Birmingham | 10 | 2% |
| Bring back ring and ride | 10 | 2% |
| Bus route to Berkswell | 10 | 2% |
| More trains needed | 7 | 1% |
| Bus route to Temple Balsall | 5 | 1% |
| Station car park too small/more parking | 4 | 1% |
| Location and stops need changing | 4 | 1% |
| Bus route to Airport/NEC | 4 | 1% |
| Other | 37 | 6% |
| Base: (All Respondents) | (628) | |

Traffic and parking in the Parish was consulted on. 88% felt there should be more provision for car parking in any new development and 73% felt speeding was a problem.

64% of respondents were of the opinion that traffic/speed restrictions be introduced and 61% felt the road surfaces needed improving.

Table 12:

| We need your opinion on traffic and parking in the Parish | Yes | No |
|--|--------------|-------------|
| Have more provision for car parking in any new development? (1061) | 937 (88%) | 88 (12%) |
| Is speeding a problem? (1212) | 880 (73%) | 73 (27%) |
| Should traffic/speed restrictions be introduced? (1172) | 745 (64%) | 64 (36%) |
| Do road surfaces need improving? (1169) | 709 (61%) | 61 (39%) |
| Base: (All Respondents) () | | |

Asked their opinion on traffic and parking in the parish, 156 respondents (19%) mentioned speeding in Station Road, 107 or 13% said speeding in Kenilworth Road and 10% for both felt there should be adequate parking for new development housing and more parking was required. The 843 responses are summarised below.

Table 13:

| Opinion on traffic and parking in the parish – details of locations (5 or more comments) | Number | % |
|---|---------------|----------|
| Speeding - Station Road | 156 | 19% |
| Speeding - Kenilworth Road | 107 | 13% |
| Adequate parking for new development housing | 85 | 10% |
| More parking required | 83 | 10% |
| Speeding - Balsall Street/East | 78 | 9% |
| Resurfacing generally/poor roads | 76 | 9% |
| Potholes | 67 | 8% |
| Parking Problems - shops | 54 | 6% |
| Speeding | 40 | 5% |
| Speeding - Needlers End Lane | 38 | 5% |
| Kenilworth Road | 37 | 4% |
| Station Road | 35 | 4% |
| Speed/Traffic Restrictions - Station Road | 33 | 4% |
| Insufficient parking - Station | 31 | 4% |
| Speeding - A452 | 30 | 4% |
| Parking problems - new development | 28 | 3% |
| Speed/Traffic Restrictions - Kenilworth Road | 25 | 3% |
| Parking on pavements/grass verges | 25 | 3% |
| Insufficient parking | 25 | 3% |
| Village centre | 18 | 2% |
| Speed/Traffic Restrictions - village centre | 17 | 2% |
| Parking Problems - schools | 16 | 2% |
| Speeding - shopping area | 16 | 2% |
| Resurfacing/Road Surfaces - Holly Lane | 15 | 2% |
| Everywhere | 14 | 2% |
| Balsall Street | 14 | 2% |
| Speeding - Meeting House Lane | 14 | 2% |

2017

| | | |
|--|--------------|-----|
| Speeding - Holly Lane | 13 | 2% |
| Speeding - Kemps Green Road | 13 | 2% |
| Resurfacing/Road surfaces - Windmill Lane | 13 | 2% |
| Parking problems | 12 | 1% |
| Balsall Street East | 12 | 1% |
| Inadequate policing | 12 | 1% |
| Speeding/Dangerous driving - Youths | 12 | 1% |
| n/a | 12 | 1% |
| Meeting House Lane | 11 | 1% |
| Enforce existing speed restrictions | 11 | 1% |
| Speed/Traffic Restrictions - Balsall Street/East | 10 | 1% |
| Speed/Traffic Restrictions - residential areas | 10 | 1% |
| Speeding - Windmill Lane | 10 | 1% |
| Speeding - Kelsey Lane | 10 | 1% |
| Potholes - Station Road | 9 | 1% |
| Resurfacing/Road surfaces - Station Road | 9 | 1% |
| Bypass required | 8 | 1% |
| Speed/Traffic Restrictions - school routes | 7 | 1% |
| Speed/Traffic Restrictions - Needlers End Lane | 7 | 1% |
| Holly Lane | 7 | 1% |
| Sign fronts repaired/replaced | 7 | 1% |
| Speeding - Hall Meadow Lane | 7 | 1% |
| New development area | 6 | 1% |
| Parking problems - railway | 6 | 1% |
| Speeding - Alder Lane | 6 | 1% |
| Kelsey Lane | 6 | 1% |
| Resurfacing/Road surfaces - Meeting House Lane | 6 | 1% |
| Dangerous parking | 6 | 1% |
| Needlers End Lane | 5 | 1% |
| Speed/Traffic Restrictions - Kemps Green Road | 5 | 1% |
| Parking restrictions - Hall Meadow Road | 5 | 1% |
| Riddings Hill | 5 | 1% |
| Speed/Traffic Restrictions - approaches to village | 5 | 1% |
| Resurfacing/Road surfaces - Kenilworth Road | 5 | 1% |
| Speeding - rural roads | 5 | 1% |
| Other | 251 | 30% |
| Base: (All Respondents) | (843) | |

4.2.6 Services

Residents were shown a list of services in the Parish and asked how frequently members of their household used them.

43% went to Lavender Hall Park on a daily or weekly basis. 18% of respondents had never used the facility.

11% went to the Holly Lane Playing Fields on a daily or weekly basis and exactly one in ten used the Village Hall weekly.

37% of the sample had used the Library and 11% the Jubilee Centre on at least a monthly basis.

Table 14:

| Frequency of household members using various services in Balsall Parish | | | | | | |
|--|--------------|---------------|---------------------|----------------|--------------------------|---------------|
| | Daily | Weekly | Fort-nightly | Monthly | Less than monthly | Never |
| Village Hall (1208) | 1 (0%) | 124 (10%) | 38 (3%) | 116 (10%) | 432 (36%) | 497 (41%) |
| Jubilee Centre (1184) | 0 (0%) | 38 (3%) | 13 (1%) | 80 (7%) | 320 (27%) | 733 (62%) |
| Library (1216) | 5 (0%) | 113 (9%) | 118 (10%) | 214 (18%) | 493 (41%) | 273 (22%) |
| Oakley Park (Fen End) (1166) | 5 (0%) | 16 (1%) | 9 (1%) | 28 (2%) | 62 (5%) | 1046 (90%) |
| Willow Park (Needlers End Lane) (1180) | 29 (2%) | 70 (6%) | 37 (3%) | 100 (8%) | 240 (20%) | 704 (60%) |
| Holly Lane Playing Fields (1169) | 58 (5%) | 65 (6%) | 38 (3%) | 75 (6%) | 206 (18%) | 727 (62%) |
| Lavender Hall Park (1215) | 209 (17%) | 317 (26%) | 109 (9%) | 173 (14%) | 191 (16%) | 216 (18%) |
| Tennis Courts (The Lant) (1176) | 15 (1%) | 74 (6%) | 11 (1%) | 24 (2%) | 107 (9%) | 945 (80%) |
| Cricket Pitch (The Lant) (1176) | 9 (1%) | 36 (3%) | 9 (1%) | 16 (1%) | 115 (10%) | 991 (84%) |
| Rugby (Honiley Road) (1171) | 3 (0%) | 46 (4%) | 6 (1%) | 16 (1%) | 67 (6%) | 1033 (88%) |
| Football (Holly Lane) (1178) | 8 (1%) | 45 (4%) | 8 (1%) | 24 (2%) | 67 (6%) | 1026 (87%) |
| Hockey (The Lant) (1172) | 1 (0%) | 7 (1%) | 2 (0%) | 5 (0%) | 29 (2%) | 1128 (96%) |
| Allotments (Holly Lane) (1166) | 17 (1%) | 16 (1%) | 4 (0%) | 7 (1%) | 20 (2%) | 1102 (95%) |
| Base: (All Respondents) () | | | | | | |

The top three responses in respect of service locations listed in the previous question to make improvements were an improvement to Lavender Hall Park (10%), Willow Park needs some TLC (9%) and 9% felt sports facilities need improving. The 270 suggestions or improvements are summarised in the table below.

Table 15:

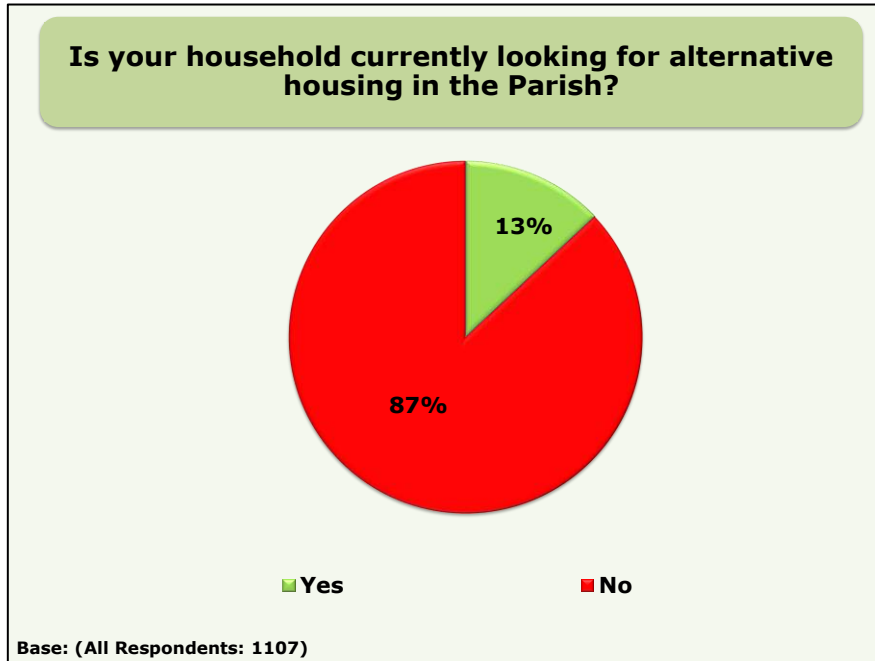
| In respect of services – suggestions or improvements to any of the locations listed above (3 comments or more) | Number | % |
|---|---------------|----------|
| Improve Lavender Hall Park | 27 | 10% |
| Willow Park needs TLC | 24 | 9% |
| Improve sports facilities | 24 | 9% |
| Poo Bins/Empty/Dog faeces | 18 | 7% |
| Free Tennis courts | 18 | 7% |
| Develop Lavender Hall Lane | 17 | 6% |
| Hall needs improvement/updated | 17 | 6% |
| Drug dealing | 12 | 4% |
| Better advertising of what's on offer | 12 | 4% |
| Parking | 11 | 4% |
| Allotments/more/availability | 11 | 4% |
| Benches/seating area | 11 | 4% |
| Improve footpaths | 10 | 4% |
| Jubilee Centre under used | 8 | 3% |
| Maintenance | 7 | 3% |
| Keep Holly Lane | 7 | 3% |
| New leisure centre | 7 | 3% |
| Vandalism | 7 | 3% |
| Litter Bins/more/rubbish around | 7 | 3% |
| Anti-social behaviour | 6 | 2% |
| More play facilities | 6 | 2% |
| Loose dogs | 6 | 2% |
| CCTV at park | 5 | 2% |
| Grass cutting | 5 | 2% |
| Improve cycle paths | 5 | 2% |
| Hockey | 5 | 2% |
| Swimming pool | 4 | 1% |
| Opening times of library | 4 | 1% |
| Protected gardens | 4 | 1% |
| Library needs new books | 4 | 1% |
| Improve public transport | 3 | 1% |
| Toilets | 3 | 1% |
| Access | 3 | 1% |
| Increase police presence | 3 | 1% |
| Holly Lane playground | 3 | 1% |
| Other | 65 | 24% |
| Base: (All Respondents) | (270) | |

4.3 Housing Needs in Balsall Parish

Questions were included in the questionnaire to ascertain the provision for meeting housing needs in the community in addition to those allocated in the Solihull Local Plan.

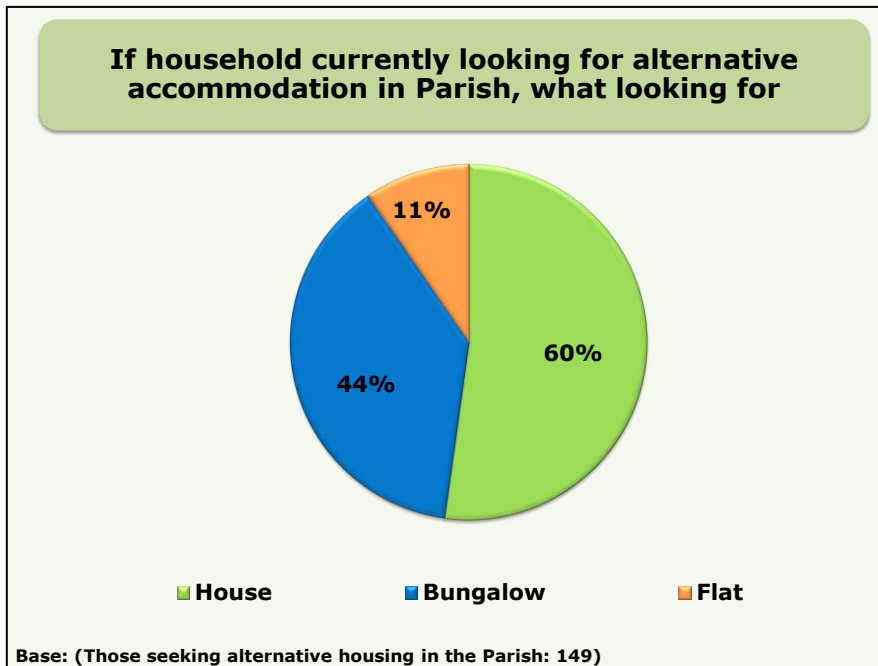
Asked whether the household was currently looking for alternative housing in the Parish, 13% of respondents said they were – 147 in total.

Chart 12:



Of those looking for alternative housing in the Parish, 60% would like a house, 44% a bungalow and 11% a flat.

Chart 13:



More than one answer allowed, so adds up to more than 100%

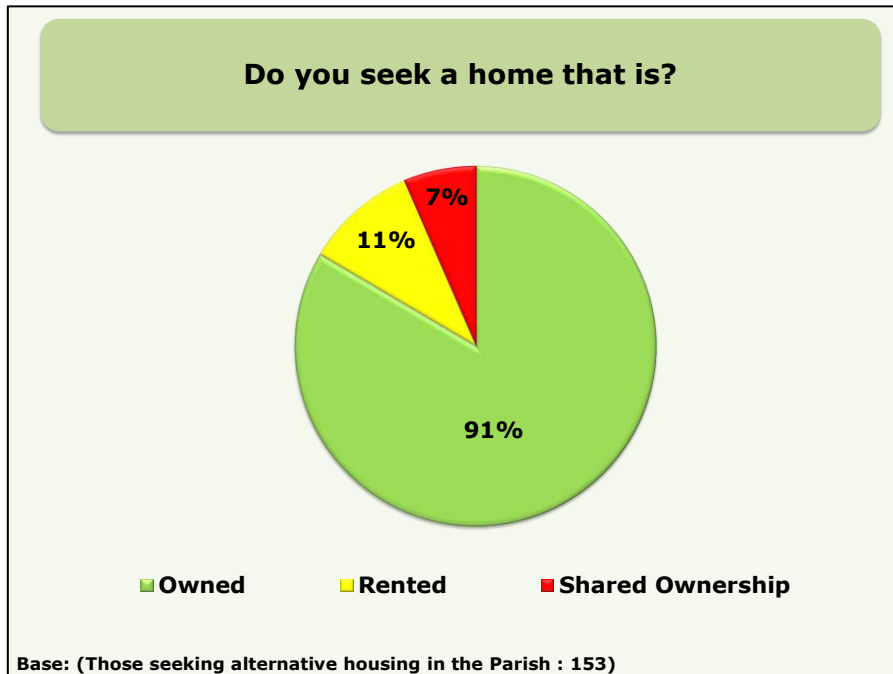
Those looking for alternative housing was asked what the minimum number of bedrooms were needed. 67 responded with a requirement of two bedrooms and 49 wanted three bedrooms.

Table 16:

| What are the minimum number of bedrooms needed? | Number |
|--|--------------|
| 1 | 6 |
| 2 | 67 |
| 3 | 49 |
| 4 | 25 |
| 5 | 3 |
| Base: (Those seeking alternative housing in Parish) | (150) |

91% would like a home they could own, 11% were after rented and 7% shared ownership

Chart 14:



More than one answer allowed, so adds up to more than 100%

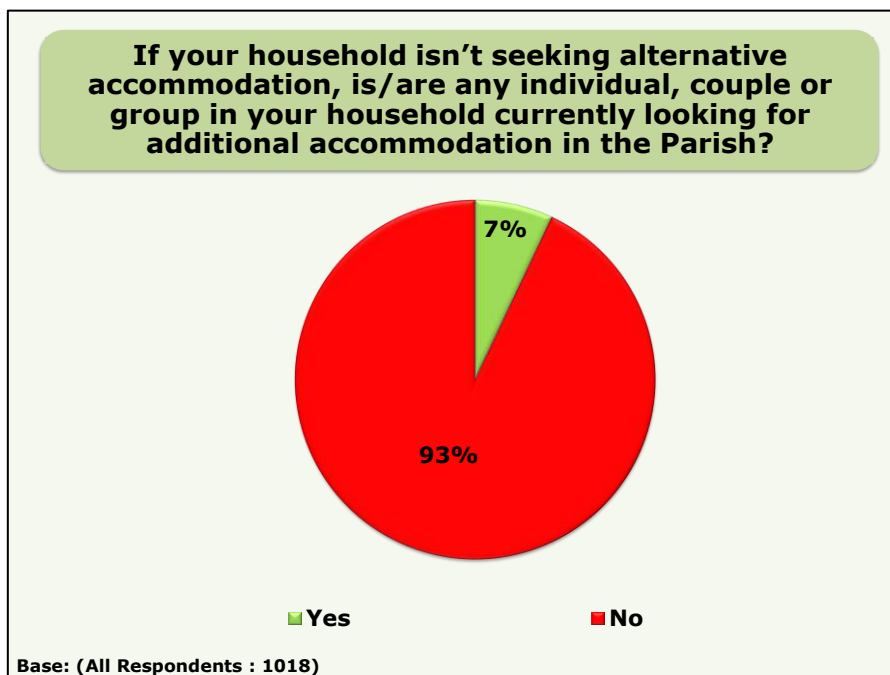
Asked why the household need alternative housing, 64 or 42% need smaller accommodation, 34 or 23% need larger accommodation and 30 for both or 20% need to own their own home or need a less expensive home. 21 "other" comments were made and these are included in full in a separate document.

Table 17:

| Why does your household need alternative housing? | Number | % |
|---|--------------|----|
| Need smaller accommodation | 64 | 42 |
| Need larger accommodation | 34 | 23 |
| Need to own home | 30 | 20 |
| Need less expensive home | 30 | 20 |
| Need to be closer to relatives | 14 | 9 |
| Need physically adapted home | 9 | 6 |
| Need supported or specialised accommodation | 7 | 5 |
| Need to be closer to employment | 6 | 4 |
| Need to be closer to a carer or dependent | 6 | 4 |
| Other | 21 | 14 |
| Base: (All Respondents) | (151) | |

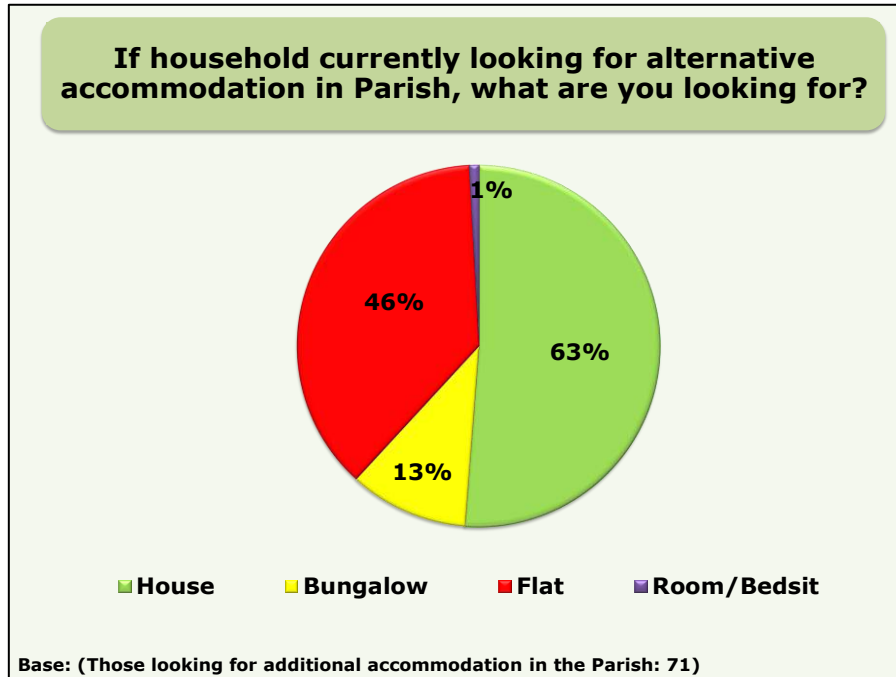
All respondents were asked if their household was not seeking alternative housing, were any individuals, couples or groups currently looking for additional accommodation in the Parish.

Chart 15:



For those looking for additional accommodation in the Parish, 63% wanted a house, 46% a flat, 13% a bungalow and 1% a room or bedsit.

Chart 16:



More than one answer allowed, so adds up to more than 100%

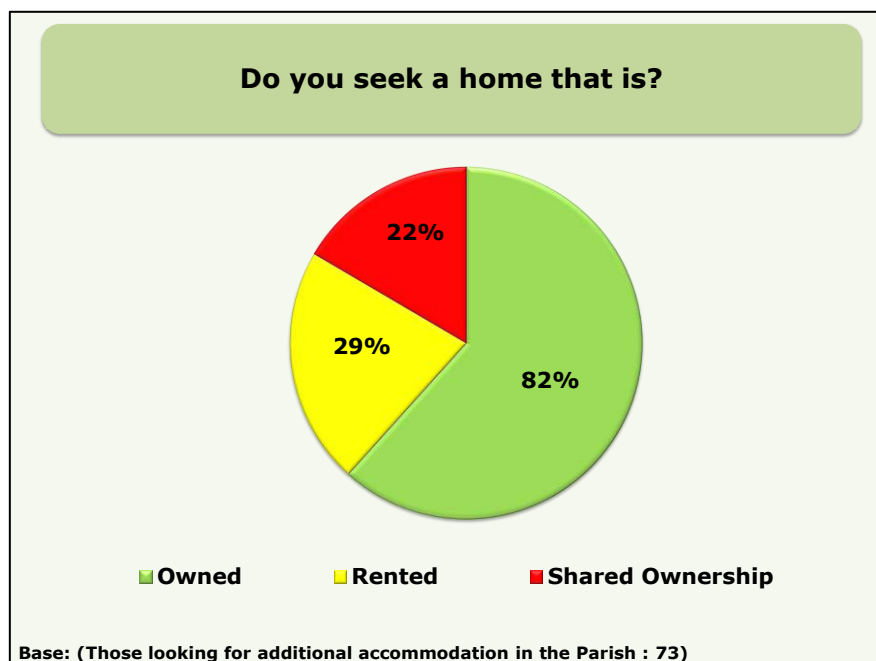
Those looking for alternative accommodation was asked what the minimum number of bedrooms were needed. 44 responded with a requirement of two bedrooms and 17 wanted three bedrooms.

Table 18:

| What are the minimum number of bedrooms needed? | Number |
|--|-------------|
| 1 | 9 |
| 2 | 44 |
| 3 | 17 |
| 4 | 0 |
| 5 | 1 |
| Base: (Those seeking alternative accommodation in Parish) | (71) |

For those looking for additional accommodation in the Parish, 82% wish to own a property, 29% rent and 22% have a shared ownership arrangement.

Chart 17:



More than one answer allowed, so adds up to more than 100%

Asked why the individual, couple or group need alternative housing, 46 or 59% need to own their own home, 22 or 28% need a less expensive home and 17 or 22% need to be closer to relatives. 13 "other" comments were made and these are included in full in a separate document.

Table 19:

| Why does the individual, couple or group need alternative housing? | Number | % |
|--|-------------|----|
| Need to own home | 46 | 59 |
| Need less expensive home | 22 | 28 |
| Need to be closer to relatives | 17 | 22 |
| Need to be closer to employment | 12 | 15 |
| Need smaller accommodation | 10 | 13 |
| Need larger accommodation | 4 | 5 |
| Need supported or specialised accommodation | 4 | 5 |
| Need to be closer to a carer or dependent | 4 | 5 |
| Need physically adapted home | 1 | 1 |
| Other | 13 | 17 |
| Base: (Those looking for alternative accommodation in the Parish) | (78) | |

265 households expect their housing needs to change by moving to a smaller home, 175 would move within the parish and 152 move away from the Parish.

Table 20:

| As a household, do you expect your housing needs to change in the next 5 years? | Number | % |
|---|--------------|----|
| Move to a smaller home | 265 | 44 |
| Move within the Parish | 175 | 29 |
| Move away from the Parish | 152 | 25 |
| Move to a larger home | 73 | 12 |
| Other | 143 | 24 |
| Base: (All Respondents) | (601) | |

Those responding "other" were asked to comment why their housing needs were expected to change. 21 said there were young adults needing a separate home, 14 had care needs and 14 just wanted to move away. The 163 responses are summarised below.

Table 21:

| As a household, do you expect your housing needs to change in the next 5 years? Other responses | Number | % |
|---|--------------|-----|
| No change | 67 | 41% |
| Young adult - separate home | 21 | 13% |
| Care needs | 14 | 9% |
| Move away | 14 | 9% |
| Age | 11 | 7% |
| Undecided | 8 | 5% |
| Care Home | 6 | 4% |
| Downsize | 5 | 3% |
| Change/Update current accommodation | 5 | 3% |
| Children leaving home | 5 | 3% |
| HS2 | 4 | 2% |
| Sheltered Accommodation | 4 | 2% |
| Bigger home | 3 | 2% |
| Cost | 3 | 2% |
| Bungalow | 2 | 1% |
| Self-build | 2 | 1% |
| Accommodate elderly parent | 2 | 1% |
| Problem neighbours | 1 | 1% |
| More rural | 1 | 1% |
| Rehomed | 1 | 1% |
| Other | 2 | 1% |
| Base: (All Respondents) | (163) | |

Asked if anyone in their household was in the Borough housing waiting list, 2 households said there was someone.

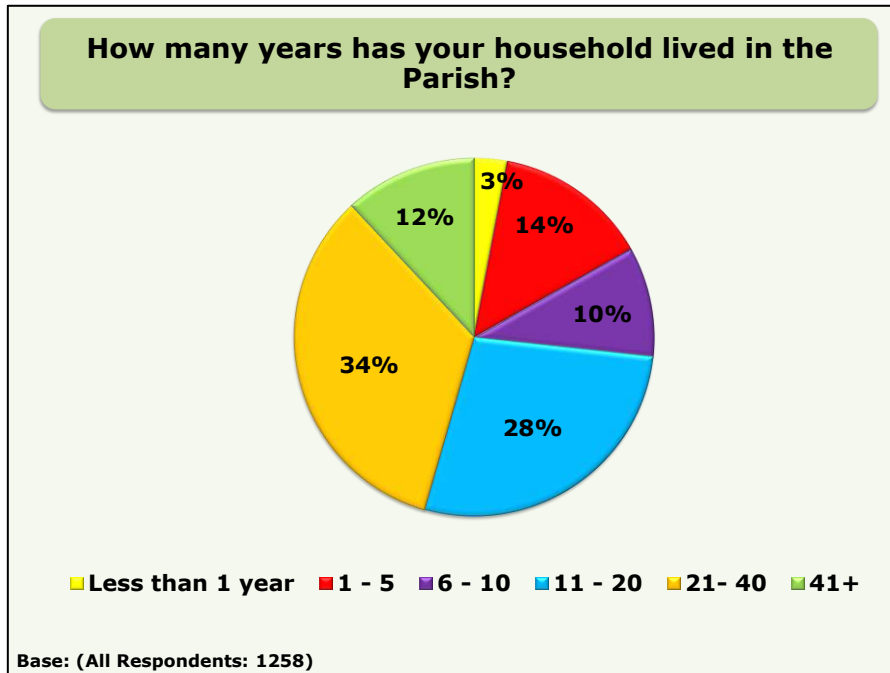
4.4 Household Profile

To get an up to date picture of the Parish population, questions about the household were asked.

A list of all streets, roads etc where people live are included in full in a separate appendix document.

A third of households have lived in Balsall Parish between 21 and 40 years, followed by 28% who have been there between 11 and 20 years.

Chart 18:



The top three reasons why people choose to live in Balsall Parish are the quality of the properties (56%), the natural environment (54%) and the schools (52%).

Chart 19:



Other reasons given for choosing to live in Balsall Parish were the village feel (25 households), location (23 households), work reasons (14 households and house prices/costs (13 households). The 149 responses are summarised in the table below.

Table 22:

| Other reasons why households choose to live in Balsall Parish (2 comments or more) | Number | % |
|---|---------------|----------|
| Village feel | 25 | 17% |
| Location | 23 | 15% |
| Work | 14 | 9% |
| House prices/costs | 13 | 9% |
| Quiet | 12 | 8% |
| Rural/semi-rural | 10 | 7% |
| Public transport links | 9 | 6% |
| Close to countryside | 8 | 5% |
| Born here | 7 | 5% |
| Built own house | 6 | 4% |
| Small area | 6 | 4% |
| Near to large towns/cities | 5 | 3% |
| Green spaces | 4 | 3% |
| Marriage/Divorce | 4 | 3% |
| Access to national roads | 4 | 3% |
| Type of accommodation | 4 | 3% |
| Grew up here | 3 | 2% |
| Quality of area | 3 | 2% |
| Relocation | 3 | 2% |
| Family | 3 | 2% |
| Suitable accommodation | 2 | 1% |
| Desirable | 2 | 1% |
| Value for money | 2 | 1% |
| Garden size | 2 | 1% |
| Friendly Area | 2 | 1% |
| School | 2 | 1% |
| Move from urban/city | 2 | 1% |
| Other | 22 | 15% |
| Base: (All Respondents) | (149) | |

Asked the age and number of people in their household, the prominent age bracket was 60 to 74 with 834 people, followed by the 45 to 59 age group with 732.

Table 23:

| Age and number of people in your household | Number |
|---|---------------|
| 0 -10 | 286 |
| 11 - 18 | 300 |
| 19 - 24 | 191 |
| 25 - 44 | 457 |
| 45 - 59 | 732 |
| 60 - 74 | 834 |
| 75+ | 352 |
| Base: (All Respondents) | (2069) |

1011 retired people lived in households completing the questionnaire, followed by 990 people who are employed outside the Parish.

Table 24:

| Please indicate the number of people in your household that are currently...? | Number |
|--|---------------|
| Employed full time in the Parish | 95 |
| Employed part time / casually in the Parish | 70 |
| Employed outside the Parish | 990 |
| Self employed | 224 |
| Student | 397 |
| Unemployed | 26 |
| Long term sick / disabled | 27 |
| Retired | 1011 |
| Other | 58 |
| Base: (All Respondents) | (1875) |

For those responding to the question, 153 people work predominantly at home in the Parish and 45 households see two people working from home.

Table 25:

| Number of people who work predominantly from home | Number |
|--|---------------|
| 0 | 401 |
| 1 | 153 |
| 2 | 45 |
| 3 | 1 |
| 4 | 1 |
| Base: (All respondents) | (591) |

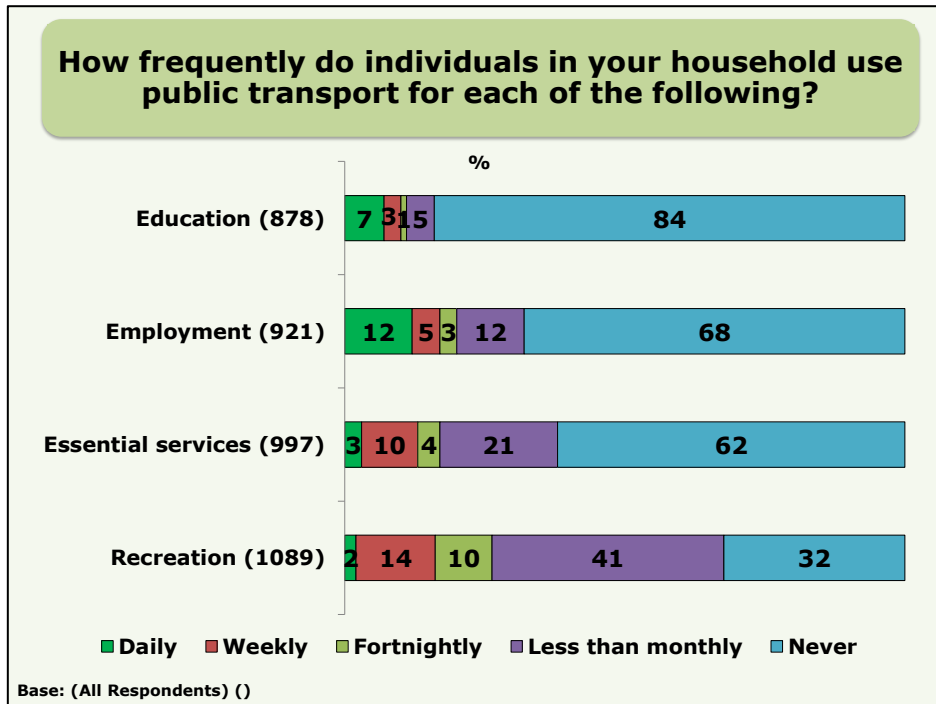
81% of household members travel to work or access education by driving their own vehicle.

Table 26:

| How members of household travel to work or access education | Number | % |
|--|---------------|----------|
| Drive using your own vehicle | 1120 | 81 |
| Walk | 262 | 19 |
| Public transport | 166 | 12 |
| Combined public transport & driving, cycling or walking | 162 | 12 |
| Cycle | 20 | 2 |
| Taxi | 18 | 1 |
| Not applicable | 402 | 29 |
| Base: (All Respondents) | (1378) | |

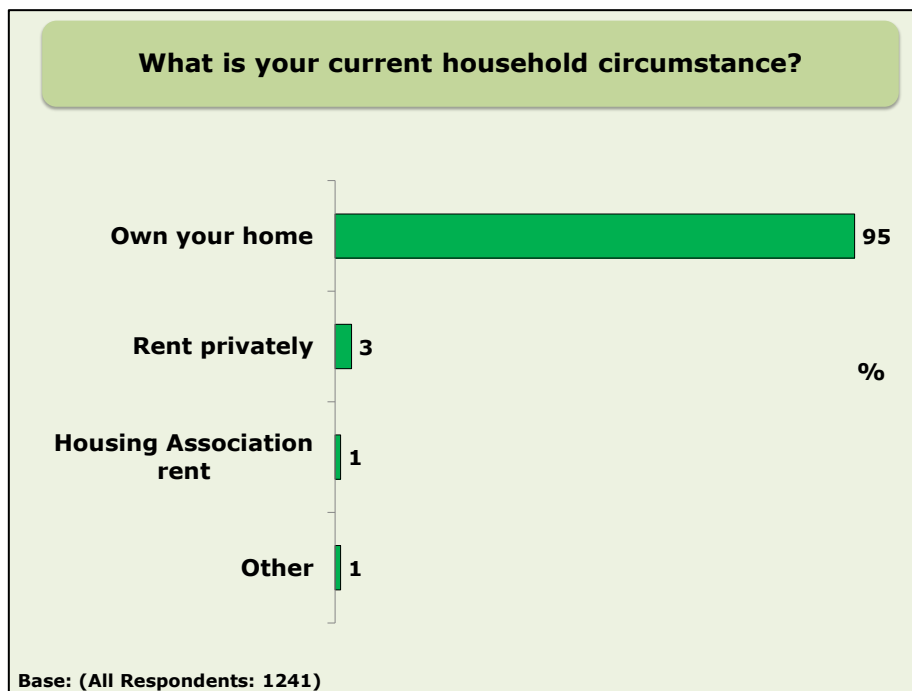
On a daily or weekly basis, 10% of individuals in a household use public transport for education, 17% use it for employment, 13% for essential services and 16% for recreation.

Chart 20:



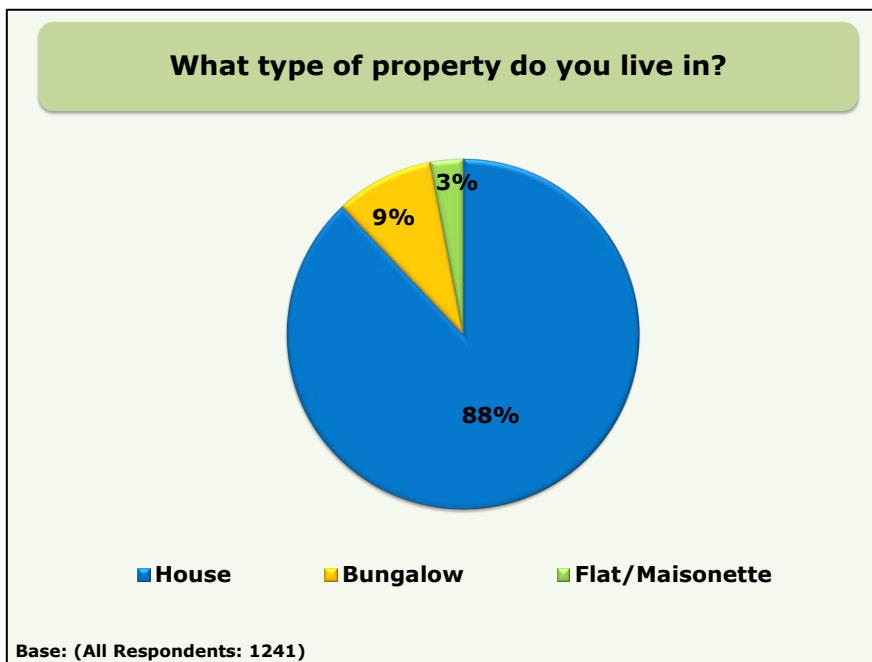
95% of those completing the questionnaire owned their home.

Chart 21:



88% of households completing the questionnaire live in houses, 9% in bungalows and 3% in flats/maisonettes.

Chart 22:



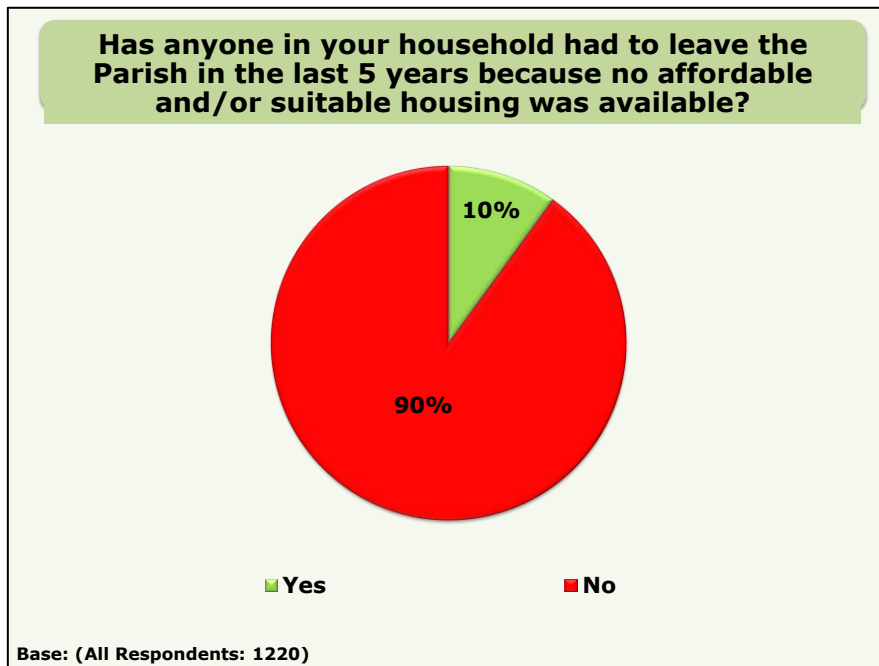
Just over half the households in the questionnaire (51%) have four bedrooms, with just under a quarter (23%) having three bedrooms. 17% of properties are five bedroomed houses.

Table 27:

| Number of bedrooms in households | Number | % |
|----------------------------------|---------------|----|
| 1 | 18 | 2 |
| 2 | 71 | 6 |
| 3 | 260 | 23 |
| 4 | 578 | 51 |
| 5 | 190 | 17 |
| 6 | 26 | 2 |
| 7 | 1 | 0 |
| Base: (All respondents) | (1143) | |

Exactly one in ten households has seen someone leave the Parish in the last five years because no affordable and/or suitable housing was available.

Chart 23:



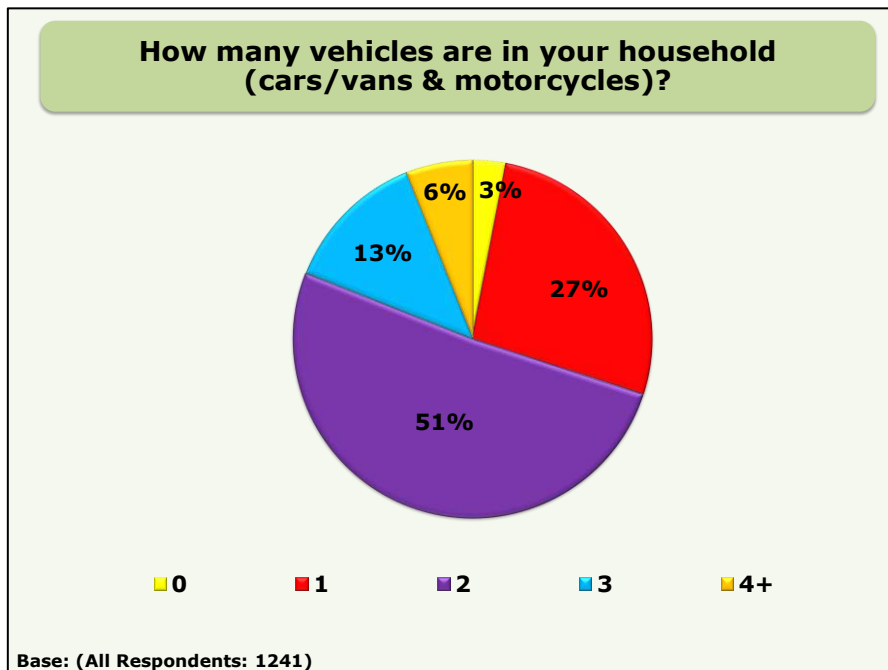
From the questionnaire sample, 173 people have left the Parish in the last five years because there was no affordable and/or suitable housing available.

Table 28:

| Number of people left Parish in 5 years as no affordable/suitable housing available | Number |
|---|--------------|
| 1 | 74 |
| 2 | 28 |
| 3 | 9 |
| 4 | 4 |
| Base: (Those households where people had to leave the Parish in the last 5 years as no affordable and/or suitable housing available) | (115) |

Just over half of households (51%) have two cars/vans or motorcycles.

Chart 24:



37 vehicles were parked on the road but not outside their home or parked elsewhere off road.

Table 29:

| Where are your household's vehicles kept? | Number |
|---|---------------|
| Parked on your premises | 1611 |
| Garaged/car port | 558 |
| Parked on road outside your home | 76 |
| Parked on road not outside your home | 17 |
| Parked elsewhere off road | 20 |
| Base: (All Respondents) | (1448) |

4.5 Local Business

Respondents were asked to complete this section only if one or more members of their household managed a business in the Parish, own a business located in the Parish or are self-employed and based in the Parish. The responses will help to understand what the Plan can potentially do to help business.

Asked if they run a business from home in the Parish, 138 households responded they did, with 21 households having premises in the Parish.

For those running a business in the Parish, 54 of them offer consultancy services.

Table 30:

| Which sector best describes your business activity? | Number |
|--|---------------|
| Consultancy | 54 |
| Other | 48 |
| IT/Business Services | 14 |
| Building Trade | 13 |
| Farming/Horticulture | 12 |
| Retail | 10 |
| Tourism/Leisure | 8 |
| Manufacturing | 7 |
| Arts & Crafts | 5 |
| Food/Catering | 3 |
| Base: (Those running a business in the Parish) | (167) |

567 full-time jobs come from those who run a business in the Parish.

Table 31:

| How many residents inside of the Parish do you employ? | Number |
|---|---------------|
| Self only | 99 |
| Full-time | 567 |
| Part-time | 46 |
| Seasonal | 2 |
| Base: (Those running a business in the Parish) | (158) |

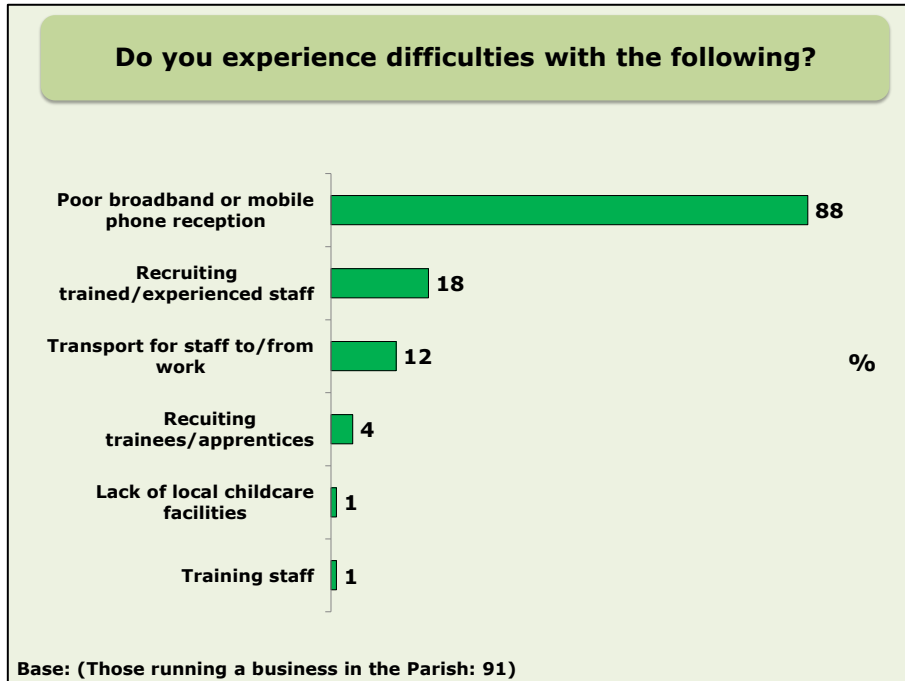
For residents who are employed in the Parish but live outside, 35 jobs are seasonal and 71 full-time

Table 32:

| How many residents outside of the Parish do you employ? | Number |
|--|---------------|
| Self only | 57 |
| Full-time | 71 |
| Part-time | 53 |
| Seasonal | 35 |
| Base: (Those running a business in the Parish) | (110) |

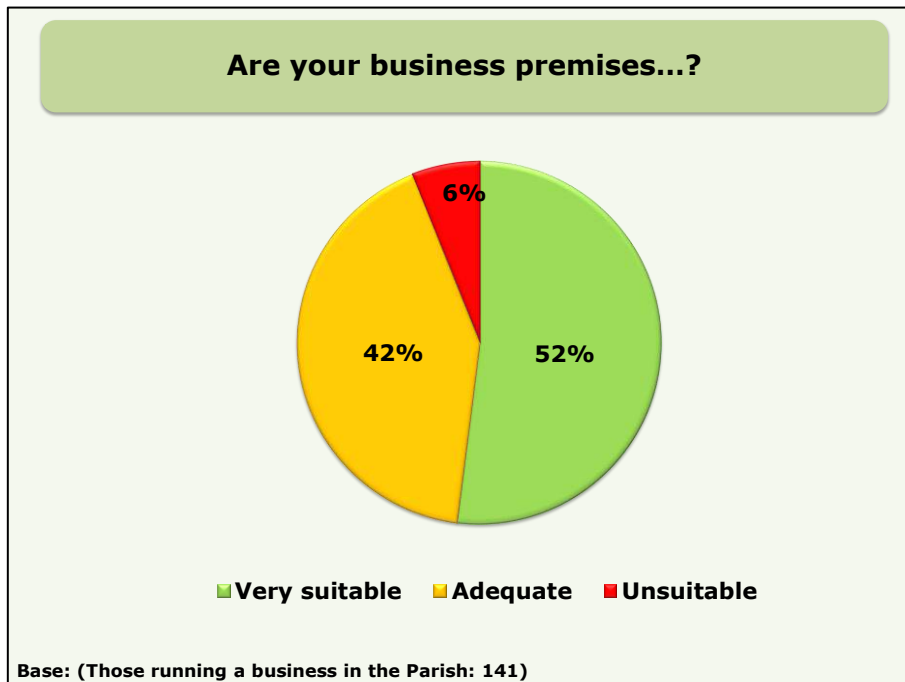
For those running a business in the Parish, 88% complained of poor broadband or mobile phone reception. 18% had difficulties recruiting trained or experienced staff.

Chart 25:



52% of business owners in the Parish felt their premises were very suitable, 42% felt they were adequate and 6% unsuitable. 11 responses were made about their business premises being unsuitable and these are included in the separate Appendix document.

Chart 26:



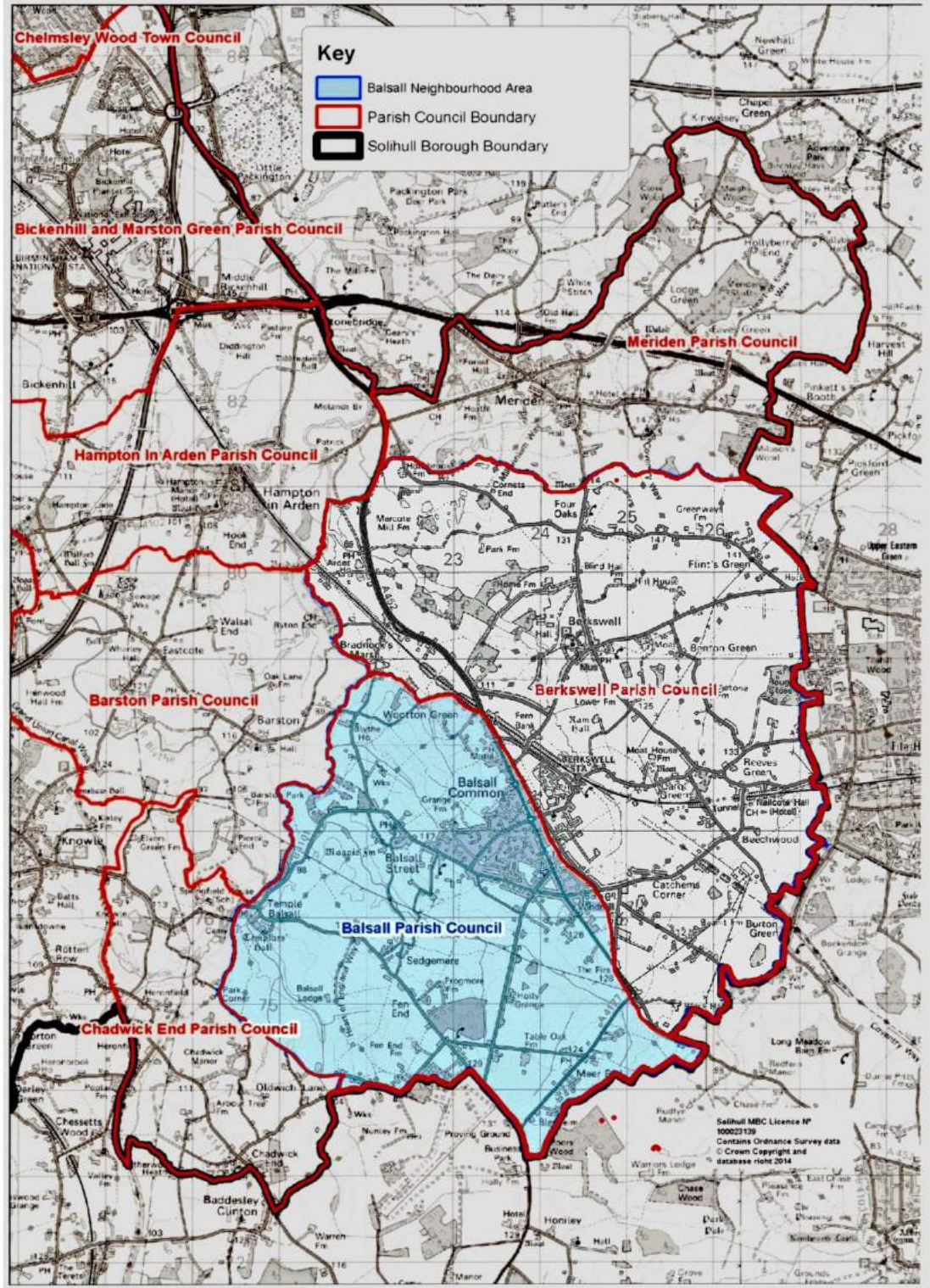
18 owners would be interested in office space in the Parish and 8 would have a workshop.

The other responses were specified and these are listed in the separate Appendix document.

Table 33:

| Would you be interested in premises in the Parish? | Number |
|---|---------------|
| Office space | 18 |
| Packing, manufacturing space, warehousing or storage | 5 |
| Workshop | 8 |
| Other | 16 |
| Base: (Those running a business in the Parish) | (42) |

Appendix 1: Existing Parish Boundaries



APPENDIX - BALSALL NEIGHBOURHOOD PLAN SURVEY LITERALS

| Q2 - Please give your ideas of community development projects to receive the funding. |
|---|
| Leisure centre for all ages |
| A village bypass. A large roundabout at village centre to improve traffic flow or possibly overpass. A multi storey car park by the railway station. Provision of move past boxes |
| CIL monies used for new schools or other integral infrastructure should be incorporated into the new housing development with safe routes, cycle paths etc built into the development. This avoids having a cash receipt but no suitable sites to use of the projects. Any infrastructure needs to be incorporated into the site plan |
| To sort parking by the shops which is dangerous and haphazard / A community sports centre and swimming pool / Cycle path routes to Solihull and Kenilworth / Scheme to stop heavy traffic blocking A452 into Balsall Common |
| BCFC / Jubilee centre - events for the elderly / Cleaning up of public areas e.g. car park covered in recreational canisters / Activities for teenagers |
| Use of new school facilities e.g. swimming pool, venue, kitchen / coffee shop |
| Community/sports centre and new infant/junior school |
| Improved parking facilities for village centre, station and around schools |
| Additional sporting facilities to include an all-weather hockey pitch, either on a new site or at heart of England school. An extension to the Berkswell and Balsall common sports and community association to provide additional community meeting facilities |
| More dedicated children's play area, more facilities for teenagers |
| Leisure centre with swimming pool |
| Hospital, Schools |
| New school building to serve the new housing. A community hall. An enlarged (still free) car park at the railway station |
| Swimming pool. Bowling green. More play areas. All weather athletic sports area |
| Building to facilitate sport for all |
| A new school / Extended medical practice / More parking facility within the village / Leisure activities, including an appropriate youth centre / More parking near Berkswell station |
| A paid youth leader (or 2 if possible) and a purpose built youth club |
| Reinstate the ring and ride bus |
| New schools / Enlarged medical centre / Leisure for all ages / Much increased parking at Berkswell station |
| The land at the top of Lavender Hall Park and the Balsall and Berkswell FC should be used as a larger sports area incorporating a 4G floodlit pitch that could be used for hockey, netball and football |
| Improved pavements / jogging routes around the parish swimming facilities |
| Car parking in village |
| Develop Willow Park to be similar to Abbey fields / Encourage private gym facilities like Virgin etc / Bypass / Dog walking trail |
| The facilities in the village centre have not kept pace with the expansion of Balsall Common / Central parking is a big issue / We need a bypass |
| Youth development and amenities |
| More village centre parking. Improvements and expansion of 2 schools / Development of a local independent trading area, like a market but for local quality independent traders, could link it with country market |
| Community / youth centre / leisure centre main for young people |
| More infrastructure - move schools out of town |
| New community centre / Police station / Community centre / Parking attendants and traffic wardens in village |
| Youth projects / Local charities / Improving village centre e.g. parking |
| Better parking |

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| Improved facilities for children and young adults in parks and more community buildings for use by clubs/fitness etc |
| Improvements of pathways/parking within the village |
| Additional parking for village shops |
| The area needs another school before further development is contemplated |
| Car parking / Public sports facilities |
| Another school to support additional housing |
| Cycle paths / Youth workers / Traffic calming on local roads used as through roads e.g. Station Road, Needlers End Lane |
| A swimming pool |
| Extend schools, medical facilities to cope with increased demand due to new housing. Build affordable housing for 1st timers who have lived in village all their lives |
| More local sports facilities especially indoor. Improvements for parking in the village centre |
| Funding for youth activities i.e. youth clubs, keep fit and swimming facilities / Cookery and home economics facilities to improve awareness of healthy eating |
| Young carers cafe / Carers weekly cafe / Community garden project to grow fresh fruit and veg for anyone who helps/works in garden, and extra veg to be given to those in need |
| Sports centre including public swimming pool and full astro turf facility to be shared between the schools, hockey and football club / Improved community centre |
| Over 50's meeting group / After school activity centre |
| More police, community concerns over drug selling in our area / Better community facilities i.e. sports for all ages |
| Improve children's playground |
| New bridleway to replace the greenway |
| Better parking in the commercial centre of the village |
| Don't know |
| Swimming pool / More facilities for the elderly including extra health and social access / Cultural facilities - theatre/music/sport |
| Making village centre pedestrianised. Convert Partco building from flats that aren't selling into multi-storey car park. Take all parking out of village centre |
| Village policing (specials) / More trees and planting of flower beds / Litter patrols / Reduce roadside signage / HS2 mitigation projects/acoustic barriers |
| Balsall Common needs a gym and swimming pools as well as some sort of youth centre for teenagers in Balsall Common |
| More free parking. New shops. A school |
| The village is getting bigger but facilities are not increasing |
| Surgery and junior school |
| A leisure centre to include swimming pool, gym, soft play / Better traffic calming measures around the schools / Pedestrianise the village centre and build parking around / Parking for schools, it's so dangerous |
| Another GP surgery - another school with amenities e.g. gym, sports facilities, children's activities |
| Any community group not restricted by age |
| Improved parking and a sense of place for centre of village / All-weather playing field / Support a big local cinema |
| Gym |
| Sports facilities e.g. gym and swimming pool leisure centre / School facilities to deal with growth in population / Shared amenities e.g. school sports facilities for local after school hours / Pedestrianised village centre |
| Activity sites from children and young people |
| Sorry but I have no great ideas for community development but I feel that anything which helps young people be amused/occupied and out of trouble and drugs would be invaluable for Balsall Common |
| Astroturf / Swimming pool - for use by schools and public |
| Development of 4G pitch with floodlights, available for community hire e.g. Hornets football teams. Floodlighting for other pitches to avoid thousands of pounds being spent outside of village each year / |

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| Cycle route, village square to provide community area where shops and facilities can be built around |
| Improved car parking in the centre of the village / A sports or community centre including a swimming pool / Better parking at station to encourage commuting by train rather than car |
| More community policing |
| Help with community transport |
| A new primary school (the current school is far too small for the current pupil numbers and the traffic congestion and parking caused daily by school traffic is unsustainable and dangerous) / A multi-purpose community centre / More play areas for children and adults |
| Better car parking facilities / Nurseries and schools / Extending the library services / Building a bypass to ease the traffic flow through the village / More facilities in the parks for the children |
| Swimming pool |
| Environmentally sensitive infrastructure encouraging wildlife corridors with the ability for wildlife to move from one area to another thereby increasing biodiversity of the species. Also supporting young people in projects to raise self-esteem and purpose and benefit community |
| Projects to make car use within the village unnecessary e.g. cycling, local minibus, bus service to connect village to Berkswell Station / Provision of bus service to Temple Balsall |
| New village hall with more parking available for all groups within Balsall Common |
| A speed bump on the shell side of the roundabout would improve traffic flow |
| Footpath surface renewal and possibly widening in places / Relocating doctors and dentists surgery to the village, or extending the bus service down to the surgery / Comprehensive regular litter collections / Black bags provided at each dog waste bin |
| Attention needs to be paid to the very poor/dangerous state of the roads |
| New / rebuild of the village hall in Station Road |
| Activities for young people / More waste bins, especially for dog walkers and having them emptied / Improve look and design of village centre / Pedestrian crossing points |
| More play areas / More youth projects / More sport facilities / Improve library facilities |
| Proper daily youth club in jubilee centre for local youths only (others pay a fee) |
| To provide somewhere for the teenagers (not just a room used as a youth club) to keep them occupied during the evenings, keep them off the streets looking for trouble |
| The question is very vague and misleading as to its final outcome for Berkswell parish |
| Some form of activity centre for youngsters e.g. gym, theatre, more facilities for older population and a means of them accessing these facilities |
| Transport |
| Now cycle routes / Cycle connection to the greenway |
| Leisure facilities i.e. swimming pool |
| I would like to see spaces and activities for teenagers to stop them congregating in the parks and smoking weed and drinking. More bins for dog waste in areas outside of parks. More trees lining the roads to help reduce pollution |
| Leisure facilities including public swimming pool / Expanded shopping area and parking |
| Village hall. Indoor sports facility/swimming pool |
| Swimming pool |
| More child friendly facilities, nothing for the children to do or for them to go - ask them? |
| A better village hall with stage etc for drama productions |
| I think we need a nice leisure centre with a pool, gymnasium, outdoor football/tennis courts, nice cafe, children's play area |
| The money towards bypass |
| Better transport (public transport) links between Balsall Common - Kenilworth / Parking needs to be safer and less congested in the village / More dedicated cycle parks to store bikes outside shops |
| Leisure centre or community building |
| New community centre / village hall |
| Youth activities, increased landscaping and improve environment |
| More public car parks |
| Rebuild of village hall to include more facilities for the community |

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| Proper amenities for young people e.g. sports hall, leisure centre |
| A small purpose-built cinema/theatre/concert venue/cultural centre / Possible locations - Lavender Hall Park, extend jubilee centre. Any available brownfield sites |
| More open spaces left / More trees planted around parish / More help for elderly |
| Child play areas / Teenage leisure facilities / Upgrade village hall |
| Sports centre |
| More doctors available in purpose built medical centre, re-establishing police station or meeting point |
| New school parking in village centre, bypass |
| Community sports facilities - indoor and outdoor |
| More activities for the young |
| Improvement to the village centre with a shared space scheme. If bypass is built, then convert Kenilworth Road from Station Road to Kelsey Lane into a shared space park with cycle lanes. Purchase land and develop allotments. Improve parking at railway station and cycle stand store with more cycle paths to railway station. |
| Use it for projects that will be required to improve the amenities necessary for the new areas of housing, parks, community hall etc |
| Better shopping facilities and parking |
| 1. Swimming Baths. 2. A good sized community centre for young and old alike, containing theatre stage and up to date kid's playground - promoting more community spirit. 3. Definitely more car parking needed down at the railway station - parking dreadful in surrounding roads. 4. Community garden. |
| Swimming pool |
| Improve central shopping area for pedestrians and shops themselves. Employ someone to collect litter every day in centre. Provide more seating and bins in village centre. |
| Willow Park Development. More provision for youth facilities. |
| More car parking at station |
| Another GP practice. Build a new much longer village hall in a different location, more rooms for use and more parking |
| Develop clearly marked jogging/walking tracks. Develop public swimming pool. |
| New sports leisure centre needed with sports equipment, due to the village expanding. |
| Leisure centre |
| Swimming pool and sports facilities. For use by residents and schools. |
| Leisure centre with affordable exercise programmes or free for residents of Balsall Common. More amenities for older people, mothers and young children. Bigger supermarket |
| Bigger and better library. Better playground in Lavender Hall Park, more kid friendly, more like abbey fields, safer! |
| Sports clubs, nature reserve, improve park facilities - upgrade play area etc |
| Increase in adult education facilities |
| n/a |
| Community Centre, Sports Centre - with swimming pool, Centre for the elderly. |
| A new village hall with adjacent sports field and sports facilities existing in village hall to become a youth club and youth coffee bar. |
| Plentiful and safe car parking for shopping centre. If village is to grow massively in population and physical size, parking will be overwhelmed. A solution needs to be found to the great increase in parking for school drop off and pick up. Particularly pick up as cars arrive ever earlier to "book" a prime parking slot. Inconsiderate parking, particularly blocking drives and roads. Either provide a pick up/drop off car park or ban it. Problem likely to worsen as school continues to grow. |
| More facilities for the elderly i.e. transport, housing care services. Improved car parking by the shops. Youth centre facility improvements. |
| Projects to engage young people to help stop them gathering in groups aimlessly on our streets and roads. |
| Sports facilities for all ages. Bike paths/facilities. OAP -social facilities |
| Provision of more green spaces/improved park facilities for all age groups |
| Berkswell Station needs major improvement. Waiting room should not be closed when ticket office |

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| closed. Proper secure bicycle parking needed. Location of health centre is totally impractical for old folk. Really need bus service reinstated to run at sensible times. |
| Sports and leisure complex to include a swimming pool. Small theatre similar to the one in Kenilworth. Another primary school. More GP's either in current surgery or separate practice. |
| Tennis courts, duck pond, crazy mini-golf course |
| Development of first and junior department perhaps on new site. There appears to be no facility for enlarging present schools. |
| 1. Berkswell Station parking needs to be substantially enlarged. 2 Village centre parking is also inadequate. |
| Local swimming pool for use by Heart of England School pupils by day and use by the public early mornings, evening and weekends. Bypass for village. Splitting of Kemps Green Road to prevent it being used as a rat run. |
| Regular buses say every 15-20 minutes, from village centre to doctors surgery |
| Well-equipped parks. Sports facilities. Arts Facilities. |
| New sports hall with swimming pool for use by all schools (HOE, BCPS and any new primary) with facility for public use in evenings and holidays with wider publicity. Increased levy share - we take 100% of phiw so why over 25% of cash. |
| Leisure centre |
| Building of s sports centre. More leisure facility e.g. a theatre/cinema. |
| Gym activities/premised aimed at 13-21 age bracket. Improved sports facilities/Community facilities to provide a "centre" to village. |
| Small developments are acceptable as long as there is an increase in parking, shops, bus routes, doctors in the village. |
| A leisure centre/sports facilities - to be used by local teams and for residents to use - i.e. swimming pool, and/or astro pitches. |
| The village needs more facilities such as a leisure club with sports facilities/swimming pool etc |
| Support retention or future threat of loss of village hall or library. Enhance the village centre with more substantial planting. Support for community groups that benefit the elderly, young people, lonely. Facilities for leisure e.g. fitness/swimming |
| Another primary school |
| Improved parking in the village centre (however radical and unpopular that is). Better communication of all businesses, sports clubs, recreational activities within the village (in one place). |
| Improvement in park facilities/play equipment at Lavender Hall Park. Road safety initiatives/crossings Alder Lane and village centre. A community cafe run by volunteers to provide a meeting place or safe space for visiting activity groups/talks whilst also looking at a profit making initiative. |
| An additional proportionately sized village/community hall if any further large housing development proceeds |
| More bus services. If more housing is built in Balsall Common the roads will need to be improved. Schools will need to be extended to take in more children that move to the area. |
| Angle parking bays at Station Road shops to make safer. More car parking. More parking for rail station. Village sign or obelisk in Station Road/Kenilworth Road roundabout. Village entrance signs (fancy) |
| Parking in village centre. Traffic flow. Schooling. |
| Performing arts facility/venue. Improvements to village centre. An additional new primary school. Additional shopping facilities. |
| More council houses required. More started homes required. |
| Social amenities/venue for young people to use during evenings/weekends. Retention of library service within Balsall Common. Better maintenance of The Grange footpath and borders. |
| Additional surgery |
| More trees and green spaces. More facilities for children and teenagers. More parking. Traffic calming on Kenilworth Road |
| Improved leisure facilities |
| Purpose built community centre incorporating access to facilities e.g. relate, coffee/lunch facilities for OAPs. Youth groups outside area for all weather basketball. |
| A leisure centre with fitness and swimming facilities |
| No you will just piss it away on fucking liberal shit that nobody wants or needs no to new houses in |

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| Balsall Common. |
| Health Centre |
| Anything except more hairdressers, Indian restaurants and takeaways. |
| Youth club |
| Rebuild Village Hall/Jubilee Centre to make one multi roomed, multi-functional building |
| A new youth club. A new leisure centre |
| More safe areas for young teens to meet, socialise, more cameras, speed calming measures on Kenilworth Road |
| If possible, development of a bigger and better car park for the station. |
| Public toilets provided in village shop area. |
| Sports facility with AstroTurf pitch and lighting |
| Day centre for the elderly centre for the youth |
| The village centre is no longer fit for purpose - limited diversity of retail types, inappropriate housing development and lack of car parking and facilities for lorries to offload. Suggest village centre relocated - perhaps to further down Kenilworth Road/Bradnocks Marsh area. |
| Improved shopping centre. Provision of a sports hall to include a gym, swimming pool, badminton, squash courts etc. Cinema. |
| Youth sports facilities. More facilities for the elderly |
| Pedestrian only zone in village centre? Not sure how to do it but it would allow further development of the centre, weekend markets, summer events etc to be held. Parking. |
| More GP Services. More youth facilities. |
| Re-development of village centre to make access/parking easier when village is expanded. |
| Youth |
| See "other" below. Extend Hall Meadow Road up to Kenilworth Road with access from Kelsey Lane. |
| Improved parking in the village centre. More safety measures in the village centre. Maintaining and improving public footpaths enabling pleasant dog walks in the village. More facilities for the elderly. Maintain grass and shrubs on pavements. |
| New school(s). Better parking facilities near village centre. Better shopping facilities e.g. decent sized supermarket with its own parking outside of village centre. |
| Build a leisure centre with discounted fees for under 20s |
| Better community facilities - sports hall, upgrade park facilities. Improve car parking at station. |
| Leisure/fitness centre. McDonalds. DIY store. |
| n/a |
| Yes, if new homes are developed then the monies should be provided for infrastructure. Any new housing has a great effect on our existing small services, e.g. one school, one doctors shared with Meriden. |
| Shops in village, another surgery |
| 1. Car park space increase at village centre to station. 2. Indoor leisure centre Inc. swimming pool. |
| Schooling. Leisure centre. Car parking in centre. |
| Swimming pool at Lant. Traffic calming measures along Kenilworth Road. Sports ground extensions - astro pitch etc |
| Use part of the Holly Lane playing fields as Tarhacudhea parking for cars dropping children off at the junior school and nursery. Have use of this parking compulsory unless the children are disabled. |
| Swimming pool. Gym. |
| Leisure centre/swimming pool |
| 4G football pitch - floodlights. Play equipment for 8-14 years. |
| A large sports hall for use by all age groups. |
| A modern "village hall" with up to date facilities available to all at low rent i.e. subsidised. |
| Public swimming pool. Astro turf hockey pitch |
| Leisure centre/Swimming pool. Improved park facilities. More high profile policing. |
| A sports centre (gym) and swimming pool. Shops improved. |
| More/additional litter bins and collection |

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| More young persons to get involved with outdoor schemes. |
| More free sporting facilities in parks. More car parking at Berkswell Station schools |
| Extra places for schooling - Community centre/office |
| Willow Park. Cycle paths. Walking path around school to encourage parents not to drive. |
| Car parking |
| I would support the development of affordable housing to assist new young buyers. |
| The traffic through the village spoils it. A bypass is desperately needed. |
| Social housing plus better buses. More schools and shops are also needed, but not all in the same place. |
| No comment |
| Leisure complex |
| Improved parking in the centre of Balsall Common. Swimming pool/gymnasium |
| Leisure complex |
| Pedestrianise area on Station Road at the shops. Facilitate improved/safer parking for shop area and train station to negate peoples necessity to park along Hall Meadow Road. |
| ? |
| The village shops are already unfit for purpose. They need to be blocked off in the middle or one end as a no through road urgently. No through road. |
| Sort out the village centre and infrastructure |
| Adventure playground. Organised activities in the park for local children |
| Swimming pool |
| More safe parking facilities. Improved public transport services. Better shopping facilities. Sports venue including swimming pool. |
| Ideally, demolish all 50s buildings on Kenilworth side of Station Road, clear land behind them, and start again with well-designed buildings. But doubtless that is unrealistic? The village is lacking identity. Dropped there from a helicopter, you'd have no idea what type of community you were in, certainly not rural. |
| Swimming Pool |
| Improved village centre. Better sports facilities. New village hall. Any CIL money that comes from houses built in Balsall Parish stays in Balsall Parish while money from houses built in Berkswell Parish stays in Berkswell Parish. You have desires to take over the part of Berkswell near to Balsall Common. It's not going to happen, get your mucky hands off Berkswell Parish. |
| Leisure centre including hall for use as theatre/cinema |
| Sports Hall |
| More CCTV for the village for residents safety |
| Leisure centre/gym/swimming pool |
| To provide a police presence. We are paying rates and no police are anywhere to be seen in the area / Provide additional parking in the village and at the railway station |
| Gym/swimming pool/leisure centre separate from schools. / Improved play equipment at Lavender Hall Park / Additional children's play areas around the village |
| Dementia care? More local provision for the disabled |
| Please make more parking available near the shops |
| Cycle ways / Public footpaths |
| Resurface the item of footway already notified to BCC. The only attempt is the infilling of two grates with almost dry tarmac and left unsealed around edges. This should/must be a priority resurfacing to avoid any more accidents to older council tax payers rather than wasting money of fancy centre filling from the traffic lights towards Kenilworth |
| Sports facilities / Cycle paths / Safer parking |
| A public lavatory / More parking space / Places to sit |
| Lavender Hall Park children's recreation area should be sectioned and updated for toddlers and generally enhanced |
| Sports facilities for children/teenagers / School funding / Medical facilities |
| A leisure centre |

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| A new leisure centre to attract young and old fitness clubs / Improved parking |
| Purpose built leisure centre / Adequate car parking provision in the village centre / Provision of a proper village cemetery / Marked footpath routes |
| Anything which caters for the old and young |
| Improve village hall |
| More equipment for children and teenagers in the parkland areas. Better and safer car parking in front of shops |
| A new shopping area providing household requirements with no more restaurants or hairdressers. Much more and safer car parking within the village. Further school and medical facilities will be required if more housing is built as the present ones are straining to cope |
| There is bias in these questions. Opinions are being sought which would influence the proposed development on Frog Lane. There is nothing to canvas opinion re any further development along the Kenilworth Road. As such, this questionnaire is subjective. The centre of BC needs a serious facelift. It is tatty and lacking in the variety of shops a smartened-up appearance might start to abstract. A new community centre would be good, but doubt the CIL will stretch to this |
| Has CIL been paid by developers for the new houses built at south end of Kenilworth Road, Balsall Common. If CIL has been paid why has none of the services been upgraded |
| Indoor play area and youth club |
| Better footpath signs and maps / Improved playground at LHP / Separate dog walking area and 'no dog' or dog on lead areas / Better xmas lights / Upgrade Willow Park to include teenage and young children's things |
| More sports facilities, especially a swimming pool, theatre |
| Improved village halls |
| Extend primary school development / New/refurbished village hall or community centre / Pedestrianisation of village centre / Close Shell garage, give them space on bypass and turn that into a car park |
| Children's playground south east of village / Improvements to centre of village - roundabout - shops - parking / Bypass |
| To cater for increased demand on the doctor's surgery, a larger supermarket, rather than several smaller ones, relocate and develop a larger village hall with more parking. Relocate schools - parking is atrocious and dangerous |
| More local sports/leisure centre |
| Support the provision of more cycle paths / Support the reduction of airport noise on village / Support infrastructure required for additional houses to be built in area (e.g. schools, shop, parking) / Expand free parking at Berkswell train station |
| Give Balsall Common cycle access to the greenway |
| More parking at station, public toilets |
| Parking provision in village centre and railway station. Leisure centre to include swimming and sports hall rather than depending on the secondary school |
| Build a leisure centre which includes a swimming pool similar to Kenilworth leisure centre. Provide public transport to Kenilworth |
| Play amenities for children and desperately need more car parking |
| Improved parking |
| Something for young people in the village - youth club/internet cafe |
| New park spaces / Woodland play area |
| Jubilee Centre enhancement and extend? New parking method used in the village centre and calming bumps to reduce speed of traffic |
| More car parking for station - below ground/multi-storey |
| Leisure centre / Swimming pool / Increased parking at shops |
| Better bus service |
| Improve facilities within existing schools for community use / Improved village car parking |
| Traffic calming on Kemps Green Road estate / Reinstate local police station / More trees on local roads |
| Better parking arrangements in the centre of the village / A public swimming pool |

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| Gym or leisure centre / Large community building with variety of room sizes to include hire to local community goods but also serviced offices to allow people offices for working from home / More car parking for railway, Lavender Hall Park, Football club, Rugby club / Pedestrianise village centre / sort parking out |
| Community centre / Better parking in the village / More shops |
| Trim Track / Swimming pool / Theatre facilities |
| Parks, play areas / Car parking close to shopping area |
| We need more doctors surgeries in Balsall Common, that can be reached by public transport |
| Build a giant chicken on the traffic island in the centre at Balsall Common, would have to be 300m tall to attract tourists. (who knows - not a community here lots of self-important people) |
| After school club for children |
| Would love a large indoor swimming pool, Lavender Hall Park |
| Contribution of the cost of a bypass, to get the huge lorries off the Kenilworth Road |
| Sports centre and swimming pool |
| Landscaped park, more village parking |
| Leisure centre / fitness area |
| Anti-drugs policing around Willow Park / Anti fouling and designated dog exercise areas / Traffic calming along Needlers End Lane / Improved parking in village centre |
| Our own dedicated theatre/cinema/dance hall with hi quality facilities and lighting. Front of house bar and food. Stage and screen. Floor flexible perhaps specialise in silent movies, tourist interest |
| Swimming pool / Gym |
| Better facilities for young people and better parking arrangements both in the village centre and train station |
| Upgrade to both Lavender Hall play area and Willow Park. Better selection of shops, road surfaces |
| You have already built on 30% of Solihull's land mass, how much more are you planning to destroy as the average for the UK is only 6%, I suggest you have gone far enough in this area. Most of the new housing will only be sleeping accommodation for people working elsewhere bringing more transport more pollution, more rubbish, more waste for Severn Trent etc. When you have built on all the fields how do you propose producing food we already import 40% of it when the countries supplying it decide they require it we do what? Thank you for reading my rant. Most people do not want an 80 billion train |
| Access to sports centre for all including swimming pool and bowling green |
| Facilities for young people/teenagers - sport, social activities. Funding to support vulnerable and elderly e.g. a regular visit, telephone call, day centre / Improved public transport e.g. bus to Kenilworth |
| Update Lavender Hall Park play equipment |
| Leisure centre with swimming pool |
| New playgrounds and more sports facilities for youth |
| Better facilities for teenagers, improved parking in village centre and road to railway station, community gym facilities |
| Don't want any new houses built |
| Improvements to parks |
| School funding, capacity of doctors |
| Leisure centre with swimming pool / Cycle paths |
| Leisure facilities - gym swimming pool |
| Renovation of Willow Park, community groups (youth groups) preschool groups |
| Sports centre for villagers |
| Community policing - tackle recent crime wave / Facilities for teens, tackle anti-social behaviour |
| Bypass / Swimming pool / Improved roads and cycle tracks |
| Swimming pool for everybody use |
| Swimming pool |
| Upgrades to facilities e.g. Parish hall / Walking paths - further investment to maintain / Investment in shop frontages, public spaces around village centre |
| Don't build the houses in the first place, this village has already outgrown its facilities |

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| Building of a bypass |
| Restore 'village feel' to centre by removing traffic and returning independent traders / New primary school, retain existing one and have two |
| Improved recreational facilities within centre of village - all weather sports pitch, extend community centre and infrastructure |
| More/better sports facilities - AstroTurf for football and hockey |
| Swimming pool and library - meeting room in one place |
| Sports centre - gym/fitness/swimming pool |
| New/extended car park with quick easy access to shopping / A local shuttle bus service to reach the medical centre and the railway station / Funding assistance toward the provision of an outdoor bowling green on land trust ground |
| The train station car park at Berkswell needs to be extended as it is impossible to park their due to the increased housing and traffic, increased commuters needing to park. The neighbouring roads have cars parked with train commuters having no alternative parking |
| More safe green areas |
| A new primary school is needed |
| Clubhouse expansion for Berkswell and Balsall Rugby Club |
| Projects connected with children and elderly in the area |
| Facilities for the youth |
| One already has to wait 2 weeks to a GP, if the population increased more; schools and GP are under too much pressure. New money would not help, new homes do not help. We have built our quota, no more |
| Sports centre facilities |
| Protect the green belt |
| Help - contribute to the support of the above yes boxes |
| Build a leisure centre |
| Leisure centre to include a big swimming pool and shared space for all ages |
| Large village hall |
| Better facilities for the playground at Lavender Hall Park - very focussed on pre-school. Zebra crossing in the village by the shops |
| New primary school |
| Provision of swimming pool |
| Enlarge station car park. Measures to relieve congestion in village centre, particularly deliveries to shops. |
| Better playgrounds for children |
| Sports and leisure centre including pool. More effective town centre parking. Creation of bypass around village centre to create a car free zone. Small theatre. |
| No idea |
| Better public transport from and to the village. Including later evenings and Sundays. More local facilities for children? i.e. leisure centre/swimming sports? |
| More infrastructure to support the youth population in the village. 1. A gym/leisure facilities (NOT on a youth club). 2. more frequent and efficient transport links, especially buses. |
| Facility for teenagers that might include a cafe. Sports hall for badminton/table tennis/snooker. |
| Footpath in Windmill Lane especially with increased traffic |
| Village centre needs urgent re-vamp. Parking is shockingly bad. Local facilities poor. |
| Public leisure facilities for sports other than football e.g. gym, swimming pool, racquet sports. |
| School provision. Improved/new village hall, community centre. Bypass to divert traffic from centre. |
| This is not a well-constructed sentence i.e. the first sentence. People could query why most homes and which homes? Projects could be swimming facilities - nothing at present. |
| Footpaths where they currently do not exist - Meeting House and Windmill Lanes. Street lighting where currently not existing - Windmill Lane. Improved and more traffic calming. |
| CIL should be used to fund a range of facilities. What is needed is a comprehensive audit of existing facilities from which a structured "shopping list" of missing facilities can be determined. It should be |

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| grounded in fact. |
| Merger of Balsall and Berkswell parishes will mean doubling of the CIL and greater opportunities. Community centres providing a focus for children - sport/social. Traffic calming. |
| Community leisure centre/swimming pool/fitness gym |
| Improvements to all paths so they are of equivalent standard to Lavender Park. |
| Preserve our windmill. Stop development around this ancient monument. |
| Lighting in parks/playing fields |
| Sports facility - 4G multi-purpose pitch |
| Leisure centre |
| Support more activities for teenagers and retired people. Extend the parking at railway station. |
| None |
| New school |
| CIL is nice and tempting but shall not be reason the decide in a hurry and against people's will in favour of housing will also destroy the features of a village. |
| Would rather have no new housing as in Q1 (a). More people in the village will it as we have not enough amenities already to serve the existing population. |
| Additional schools. More car parking facilities within reach of village shops. |
| Local theatre |
| Do not support uniting Balsall Common within one parish. |
| Nice outdoor centres (sensory gardens etc). Leisure centre with soft play for new babies etc. Maybe allotments. Local gym. Green gym. |
| Something to enhance neighbourhood security in view of burglars and car thefts etc. Security parking and response service. For example, as police took 24 hours to turn up when our daughter was burgled. We need deterrents. |
| More things/activities clubs for teenagers |
| More trees along major roads - e.g. east of part of Station Road. Replace parking on north side of Station Road, shops by plaza e.g. extended café, trees... Multi-storey car park. Move health centre to centre of village. |
| Some active leisure space, 5-a-side, swimming pool, proper gym. |
| Indoor Sports Complex |
| Better cycle paths. Improved fitness facilities including swimming pool. Improved youth facilities. |
| Eco park for children - innovating, bespoke designs, encouraging active children at Lavender Hall Park. Cycling Paths throughout Balsall Common to encourage cycling and reduce cars. Park attendant at Lavender Hall Park to ensure dog foulers are penalised and banned from park as this is very dangerous for children - a huge problem at this park. |
| Gym and swimming pool centre made available for all residents |
| Outdoor bowling green at the Lant. 4G multi-use pitch for football/hockey/rugby etc. |
| Firstly, ALL funding from any development should be available to the local community affected as such and NOT SMBC. Funds should be made available to support our own indigenous young residents to get on the housing ladder. |
| We do need another Medical Centre and one that doesn't close on Thursday afternoons. It is not unusual to wait up to a month for an appointment. A youth centre is needed. Speed bumps in Meeting House Lane need renewing. |
| Children's play areas and activity parks. Get them outdoors and off phones. Cycleways. Community centre. |
| This is a very poor questionnaire. It asks for yes/no answers to complex questions. If there is an A45/46 link next to the HS2 line we don't need a bypass. Whether there is a haul route for HS2 depends on where it goes. Houses can and should be built in Balsall Common for our children before 2026 as long as the location is suitable. |
| Free tennis courts - build new community centre big enough to use as youth club for scouts, cubs etc. |
| Parking for Berkswell Station |
| Civic centre to include 150-seater theatre, rehearsal rooms, coffee bar. Dedicated sports centre to include courts for badminton, squash, basketball, 5-a-side football. |
| Upgrade of the children's play areas in the parks. Potential to provide additional community sports |

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| facilities i.e. tennis courts. Cycle paths plus ongoing maintenance of parks. |
| Provision of echelon parking in village centre. Improved maintenance of all public footpaths. |
| 1. Upgrade central shopping area, including improved parking and safer pedestrian crossing. 2. Provide sufficient parking at station. Suggest multi-storey on existing car park, as elsewhere, e.g. Warwick Parkway. |
| Improving parking and layout of village centre. Improving footpaths, walkways, cycle paths and bridle paths. |
| A "round robin" bus service for pensioners taking in the village centre and Michael Blanning, Rose Court etc to the doctors. |
| (respondent has numbered on questionnaire) 1. Not sure what this means, but we would support the provision of additional housing to the south of Balsall Street/East. 2. Yes as a principle but it depends entirely on which roads and the current width of any road proposed for the same. 3. Yes but only if other playing/recreational space is protected as well e.g. the land currently behind Meeting House Lane, currently owned by the Roman Catholic Church. 4. Yes but the entire parish of Berkswell should be united with Balsall Parish council given the problem of inter-related existing issues. It is ab |
| Provision of "lollipop" lady/man at various locations around the schools. Better parking within the village. CCTV throughout the village. Better policing - too much crime - Balsall is easy pickings. |
| 1. Allocation of funds to maintain the fabric of religious buildings in Balsall Common. 2. Funds to provide additional facilities at Balsall Common schools. 3. Upgrade village hall. 4. Improve roundabout at centre of village. |
| Only if benefits the whole of Balsall. Really need a sports or recreation centre for younger adults. |
| Improve children's playground in Lavender Hall Park. Replace worn, metal equipment with wooden equipment, soft flooring and benches (similar to Kenilworth). Replace damaged trees and benches. Consider cctv in town centre to discourage vandalism/anti-social behaviour. |
| Education - school. All weather pitch for use by schools and sports clubs. Swimming Pool. |
| Town centre car park. Bigger school. Leisure facilities. |
| We need a proper community centre with rooms available for various groups. We need a new play area which properly challenges children up to the age of 10. |
| Schools, primary and secondary, help with resources and expansion requirements. Generally, projects to enhance the look of the village e.g. roundabout planting, trees, signage etc. Maintaining/supporting community fund raising activities. Projects to protect the wildlife habitats. |
| The ever-expanding school needs attention so investment is needed here. Further sporting activities/venues need to be available to promote health and wellbeing. Village centre needs pedestrianizing and updating to bring the community together. At the moment too many people hop in a car to the shops! |
| Further play equipment for children at Lavender Hall Park and maybe adult exercise equipment as in Knowle Park. |
| More parking spaces. Footpath on MHL. Bowling green for OAP's (we have cricket and tennis) |
| Additional shops and parking (not a hairdresser, curry house or estate agent). Safeguarding of green spaces. |
| Do not agree with more housing. |
| Public gardens/flowers etc to sit quietly - small area. After school/holiday clubs, running a drop in or pre-book scheme in Jubilee/Village Hall etc. where parents stay but activities are provided for a small charge. Renovations/additions to playgrounds. |
| New community centre. Swimming pool/gym. Neighbourhood parking. Day centre for old people. |
| Remove crossing points - create additional parking by Barclays bank. |
| Convert Green Lane into an access into the under used south end of Lavender Hall Park as a car park. Then make existing traverse parking fronting the shops into longitudinal parking for delivery lorries and disabled. The remainder of spaces being just 15 minutes parking. |
| Bay the use of cycles and provide a circuit to keep them off the road. New build homes should have adequate individual car parking to prevent blocked roads in the area. Large wagon shop deliveries should be banned in the village and a separate delivery area constructed. Berkswell train station should have a multi storey car park to ease blocked roads. |
| New High Street - needs refurbishment |
| Better policing. Upgrade local parks, not just playgrounds (trees etc). Enhance Station Road shops - some look very sad. Better bus routes - more reliable. |

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| Increased local events (like the fun run) |
| Better shops, better parking, more amenities for the up and coming generation. |
| Astro turf pitches. Swimming pool |
| I don't agree with the CIL scheme. It promotes corruption. The obvious example is all the unnecessary building that has been proposed, with too much approved. However, as it's in existence, I propose it be spent on the following: A scheme to encourage children and young people to appreciate nature. Provide an area for them to plant and grow plants that encourage wildlife, thereby appreciating the need for greenbelt. |
| Re-adapt an official police station. |
| Update village hall |
| Cycle paths. Speed reducing measures. |
| A new larger all-purpose village hall |
| Sports and leisure facility e.g. swimming, badminton, squash |
| Links to Kenilworth - bus service and Leamington. Cycles lanes linking Balsall Common to Knowle, Kenilworth and surrounding areas. |
| I think money should be given to existing sports clubs to improve and expand the facilities i.e. cricket, tennis, football, hockey, rugby. |
| Public parks. Green spaces. |
| A completely new village shopping centre for 20 quality shops with adequate parking. |
| Better parking in village. Redevelopment of village centre - traffic flows/types and number of shops. Better play facilities in Lavender Hall Park. |
| Provide some "exercise" equipment in Lavender Hall Park to encourage those wishing to keep fit. |
| Renovation of village hall. Community gym and sports complex. Renovation of the cricket pavilion. |
| Facilities for young people; currently lacking in the village. |
| Gym. Swimming Pool. Better public transport. Provide proper access to Kenilworth cycle path from Balsall Common. |
| Better playgrounds. Public swimming pool. Tennis courts for the public. |
| Enhancement of the greenway so it can be accessed by bike from Balsall Common without having to go over stiles. New parks, nature reserves and walking routes. Leisure centre/swimming pool. Traffic calming measures on Station Road and Meeting House Lane. More parking at train station. |
| Planting/garden space in village centre etc. Islands and border boxes on pavements. Dedicated youth centre. |
| Gym |
| Leisure facilities for village / Better facilities in Lavender Hall Park e.g. extending playground, dog park etc |
| Link Kenilworth greenway to the Balsall Common to make it accessible by bike |
| Swimming pool |
| Improved open parkland - particularly facilities for children / Improved appearance of the village centre / Facilities for teenagers, something more universal and larger than the Jubilee centre |
| No more houses in Balsall Common, we have a job parking and getting appointments at doctors |
| Children's playground nearer to the part of the village where people actually live |
| General household or ironmonger shop / Small indoor sports centre / Bowling green |
| Public access to open space / Sports centre including all weather surface and floodlights |
| A scheme to take people to hospital appointments who do not have transport/unable to drive |
| Improved sports facilities |
| Better children's playground at Lavender Hall Park. A park nearer the end of the village near the new Crest Nicholson sites / Better parking in the village / A pedestrian crossing in the village centre |
| Youth hall / Attract more diverse shops like Knowle / Update central roundabout and parade |
| Replacement and redevelopment of village hall to enlarge facility / Traffic calming measures on Station Road |
| Facilities for elderly (not reliant on volunteers) / More doctors if any more houses are built / More infrastructure if any more houses any built / More parking at village centre / To alleviate flooding on roads which is getting worse |

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| Improved public transport / Gym and exercise classes |
| Sports centre |
| No comment |
| More shops and doctors surgery |
| Better park facilities at the Kelsey Lane end of the village / Village urgently needs a bypass/relief road to take traffic pressure off Kenilworth Road |
| More play areas for children especially 10+ older teenagers. Sports centre including swimming pool |
| Development of a leisure centre and or fitness trails and equipment through parks would be a welcome addition |
| Young people need somewhere to go in the evening and weekends, but not the 'youth club' image. The same goes for young mothers, the elderly etc. The village hall needs to become more attractive to all age groups. It is so outdated; the shopping area is also a disaster area with lack of parking. A new shopping area could be on the outskirts of the village with plenty of safe parking |
| Sports facilities i.e. community sports hall with activities for the children. Swimming pool and gym for adults use with classes etc / No new housing until HS2 is complete and full extent of its detriment to village is established |
| Funding for Berkswell for the rugby club to increase junior rugby |
| More accessible tennis courts (membership of the tennis for AdHoc games is too expensive) / Upgraded village hall / Leisure centre or swimming pool |
| Bus route to Kenilworth |
| Establish area for more shops and amenities |
| New primary school / Second doctors surgery / More leisure facilities for children |
| Establish walking routes, benches in Station Road. Ensure the railway station is maintained upkeep of the village hall and library |
| Improved parking arrangements on Station Road by shops. Improved traffic control for children's safety at Berkswell School |
| Protect parks / Create more wildlife areas |
| Health and leisure - gym / Nature reserves / Adult education evening classes and courses |
| Relocate the village centre/shops into a grand village square with green parkland in the middle and parking around the outside US style. Would have to be on edge of new development |
| A new community centre to serve the village incorporating facilities for amateur drama, music and other performing arts |
| First ensure that funding is actually received from developers / Fibre connection / Schools |
| More facilities for young people / More business premises / Better upkeep of public open spaces / Creation of bypass |
| Central well equipped village community centre |
| Facilitate assisted transport to local activities for the elderly e.g. lunch club, exercise classes etc / Encourage schools to engage in activities with the elderly e.g. assistance with internet use / More all-weather surfaces for team activities / More purpose built cycle routes |
| Update or completely rebuild the community centre to include main hall plus small rooms for individual hire for - small group activities, evening clubs/classes, music practice, training facility |
| Policing - increase in crime, general vandalism and unruly behaviour in the village is having a negative impact |
| Village centre redevelopment |
| The levy should be used to provide additional amenities for residents, including safe cycle areas (off main roads or no traffic at all), support the Jubilee centre and other venues to provide activities for young people. It should also fund better parking arrangements, neighbourhood preservation and improvement schemes (maintained traffic islands, Christmas lights, preventing anti-social behaviour) and to help local businesses adapt to become disability friendly. Pay or reimburse DBS cleared volunteers to operate school walking - bus services |
| I am shocked that sub questions IV and VI are in this, as they presume a bias against development here, while there are no such questions for other potential development sites for the parish - e.g. Kenilworth Road and Barratts Farm sites. Since at least 2 ward and parish councillors live on Balsall Street / Balsall Street East, the questions presume against development of Holly Lane site, and this is unacceptably biased |

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| Indoor sports facility |
| More leisure opportunities for example a swimming pool |
| Improvements to parks and green spaces |
| Neighbour police patrols are inadequate - also park wardens, dog wardens and street cleaning. Leisure facilities such as swimming |
| More shops instead of hairdressers, estate agents, restaurants. There is no greengrocers, clothes shops, hardware shops. We have to travel to get essentials. Also more planters and the village and outskirts of Balsall Common for all the residents to be proud of |
| Local existing and future community activities / Better public transport links / One off events |
| Cycle paths. Jubilee centre refurb. Improved parking options on Station Road - less |
| Update Willow Park / More parking for the train station / Leisure centre with gym/swimming pool/bowling alley/climbing wall / Larger or second primary school with adequate drop off pick up zone / Improve the appearance of the village centre roundabout / Higher police presence / Additional capacity or more doctors at the surgery, more effective system allowing DNA sessions to be utilised in some way |
| Sports centre / Better library / Centre for OAP's |
| More regular street cleaning / Visits by a community police officer, presence seen on a regular basis / Updating village hall |
| Improved parking on High Street |
| Schools / Car parking in village centre |
| Cycle paths, footpaths, community facilities for teenagers, support for library |
| Traffic calming measures and 20mph zones on all side roads. Light controlled crossings for cyclists to link all residential areas, especially for access to the schools. Good quality bicycle parking in convenient locations near the shops |
| Improving public open space amenities and developing a network of cycle paths / Improving the general ambience and appearance of the village centre and centre roundabout |
| The medical centre, Ashley Drive, Balsall Common needs at least a dozen extra parking spaces. Most are far too narrow and too short for modern vehicles. Berkswell Station needs another car park. The end of Hallmeadow Road Mon-Fri is full of parked cars, quite ridiculous |
| A swimming pool complex with indoor pool and outdoor pool. Include cafe and volleyball court and table tennis for outside leisure. Possibilities for water sports swimming lessons etc. Somewhere safe and nice for children to go during summer holidays. Similar installations in Germany and France. This would be for public use not a private club, though BC residents may get preferential rates |
| Gym, youth club, leisure centre, community centre all combined into one. Somewhere to unite the kids and take them off the streets |
| Projects benefitting the schools in the village, cycle paths |
| Better facilities at Holly Lane playing fields |
| Dedicated sport centre and social amenity, gym and swimming facilities |
| Funding of additional local activities for young people |
| All monies to be spent by parish council and not syphoned off by Solihull BC. Focus to be on easy access to greenway from village. Need to sort out shopping areas in respect of traffic flow and adequate parking |
| Gym, swimming pool, sports facilities / Extend library opening times / Snooker or bowls club / Youth facility, school places |
| Monies received from developments should be applied to projects like the village centre which is a disgrace to the community |
| Sports field and health centre including swimming pool / Rambling paths / Improved community hall incorporating stage and associated stage lighting |
| Purpose built leisure facilities - gym, pool / Better park facilities for young children similar to Abbey fields |
| Think this should be invested in schools and community projects such as youth groups, support groups for older adults, dementia cafes |
| Areas for children to play is critical / An alternative area for shops or restaurants then the centre |
| Develop a leisure community centre, larger library facility |
| Community sport centre (separate from the school) / Disappointed no question is asked whether we |

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| support any development - had we been asked we would have strongly opposed |
| Sports leisure centre with swimming pool / Improve the village centre / Theatre and village hall / Improve Lavender Hall Park by making it bigger and more equipment |
| Improve local parks / recreation grounds e.g. Willow Park / Improve youth clubs / Maintenance of public roads and paths need improving / Improve security and antivandal measures in parks |
| With all the additional housing over past and future years there is insufficient car parking available in the village centre. Somehow additional and safer parking needs to be made available |
| Let's make Balsall Common the first cycle friendly village. This would be great if our children cycled to school and residents cycled to the shops improving health and reducing traffic - eventually in time linking Meriden, Hampton, Kenilworth etc |
| Priorities as below but to include - Improved pedestrian access to existing Station Road car park / Improved vehicular access to Station Road car park in particular, measures to prevent badly parked vehicles blocking or particularly blocking, the entrance |
| Resurfacing and improved marking to highway and pavements in central areas. Consider pedestrianizing the village centre. The provision of an indoor facility suitable for indoor sports and meetings and medium sized music venues (multi-purpose) |
| HS2 is the largest project to affect the village in 40 years. Why have you not included its route on the map / By getting the construction route to follow the planned bypass, you will have 70% of the work complete free of charge / A village requires additional school places / Better bus service / Services including drains/gas |
| Main youth centre and village hall to cope with increased size of Balsall Common with good parking facilities / Cricket pitch and tennis court adjacent to this facility / Better shopping facilities with good parking - area off A452 bordered between HS2 line and current rail line by skew bridge is ideal location, could supply local jobs |
| Community hall including theatre, meeting rooms, library, police base |
| Reduced speed and traffic calming around shops, more parking / Refresh of park equipment - Oakley and Lavender Hall or more regular maintenance |
| Better and safer parking in the village centre |
| Community policing and punishment of parking on footpaths, what happened to our local police presence? And our traffic wardens? Protect the green verges from parking damage e.g. Station Road |
| Lighting on paths through Lavender Hall Park (from 5-8 winter only) to allow safer passage through park to shops |
| Redevelop the village hall into a modern multi-functional community facility. Provide year round sports pitches, play facilities for pre-school children |
| Proper/more extensive sports facilities / Visually improve shopping area - kerb appeal |
| New primary school the existing one is far too big and not enough facilities e.g. only one hall, large classes, lack of money |
| Local green spaces |
| Astro turf sports pitch / Youth club, facilities for teens |
| Not sure if this would come under this heading a more centrally located health centre |
| Leisure facilities and swimming pool |
| Improved bus services / Improved bus shelters and more of them |
| Keeping green spaces tidy. Planting new vegetation |
| Protecting existing green spaces / Traffic calming measures |
| Swimming pool needed in BC to provide a leisure facility for all age groups in all physical and medical conditions. Any other facilities are targeted to certain age groups etc |
| A proper gym/leisure facility - preferably with long hours access or 24/7 ideal / Pedestrianise the village centre shopping area so from the roundabout to Meeting House Lane / Bus route to Kenilworth - daily and regularly |
| More cycle paths / Floodlit AstroTurf pitch and sports centre / Police presence reinstated / Tennis courts and adult fitness gym equipment / More shops |
| Leisure centre |
| Community theatre / Sports facilities / Bigger village hall with parking / New junior school / Car parking for station |
| This is a mechanism to persuade local residents and parish councils to accept a disproportionate number of new houses into the NDP. Indeed, all of the questions would seem to be based on an |

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| assumption that all of the Solihull proposed draft plans are not drafts but already decided. This approach as a questionnaire |
| Improve access to the greenway e.g. from the Berkswell train station car park, so walkers do not have to go through a muddy cow field / Expand Berkswell train station car park to reduce/remove parking on Hall Meadow Road / A field or section of park where owners can let their dogs run freely within a fenced area, so not worried about meeting young children/elderly or those scared of dogs / Improve Green Lane Road as it now is a pedestrian access to park |
| Community theatre and performance space / Swimming pool with leisure facilities, slides etc / Improvements to park facilities |
| Sports leisure centre with swimming pool |
| Redevelopment of village hall |
| Extend the greenway cycle/footpath into Balsall Common for the benefit of runners, walkers and cyclists |
| Litter collection on pavements/roads/paths |
| Leisure centre with swimming pool for the public. Children's play areas improved |
| Improvements to local facilities / Leisure facilities / Improved parking / Traffic calming measures / Improvements to local school |
| Better access to the Greenway from Balsall Common, so it can be used by family members safely. A pedestrian crossing over Kenilworth Road by Lavender Hall Road. A cover over the children's play area in Lavender Hall Park so it is safe to play when it has been raining |
| Rebuild and modernise the village hall it is out of date and tired looking. The village deserves a new, modern facility |
| Increased and improved parking in centre of village / Reinstate police shop presence in village |
| HS2 and aircraft noise reduction |
| Multi-purpose community centre capable of hosting events such as arts/theatre/music with licensed facilities, fitting the needs of the population |
| Leisure centre/gym/sports facilities / Toilet/baby changing facilities at Lavender Hall Park |
| Free tennis courts |
| Additional shopping facilities - pedestrianised / Swimming pool for public access - i.e. not within school premises |
| A proper community centre adequately staffed and maintained |
| More facilities for children to play and additional playground with Holly Lane playing fields and outdoor exercise equipment/facilities for all |
| Provide better facilities for small set up pop up community businesses/charities/art projects/sport for all ages / Swimming pool, 25 metres access to all nearest to Balsall Common is Kenilworth which is okay if you have access to a car |
| Put any available funds towards stopping the HS2 vanity project that will be of no benefit to anyone |
| Community centre in village which maybe could swimming pool |
| Sport recreational centre to include AstroTurf sports playing area for hockey/football |
| New sports and community centre for every age |
| A safer parking layout in the village centre shopping zone |
| Development of a leisure centre including swimming pool / Better buses to Leamington, Kenilworth and Warwick |
| Sport facilities, swimming pool, Needlers End Lane park |
| Indoor sports hall and development of existing sports facilities in the village |
| More cycle paths. Invest in rentable accommodation for the young. |
| Social support for the isolated elderly in rural Fen End and Meer End. Traffic calming measures along Meer End Road - this road is very dangerous for residents due to the speed of the traffic. Measures to improve safety at the Holly Lane/Table Oak Lane and Brees Lane junction - at least 5 accidents here so far in 2017. Measures to improve traffic congestion at the St Peters Church end of Holly Lane when parents are taking/collecting children at Balsall Primary school. |
| Youth provisions in the village |
| Improvement of traffic flow in Balsall Common. Improvement of packing in the village. |
| New school and leisure facilities |

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| New village hall - sell off current one. Combine sports facilities - bring together Lant hornets and rugby club |
| Cycle path linking Balsall Common to Berkswell Village. Connect Kenilworth Greenway to Station Road (or near to station). The above does not include support for short cycle paths which do not lead anywhere. |
| Expand and improve village centre. It requires to act as a focus for the village, giving the village a sense of identity (which it does not have at present). A bypass is required before the village is expanded further. Traffic must be reduced and calmed on the main Kenilworth Road to avoid it dividing the village due to difficulties for pedestrians to cross. The village centre should have shared surfaces. |
| Astro-turf hockey/football pitch to stop hockey team having to travel to Coventry for home games. It could also be used by school children. Another health centre as the one in the village is currently oversubscribed. |
| Traffic reduction/traffic calming around the village. Pedestrian crossings near schools. Improved school facilities, primary and secondary. Cycle paths and improved recreational/park areas. Car parking in the shopping area. |
| Sports Hall/Gym/Swimming Pool |
| Improved parking around shops in Balsall Common - current situation is dangerous. |
| Cycle paths - not just within Balsall Common but linking with adjoining locations. |
| Upgrade the sports facilities in Lavender Hall Park i.e. Multi-use games area |
| Speed restriction along Hallmeadow Road. More facilities for children in parks. More litter bins. Improve and maintain natural areas. Planting more trees and encourage community involvement. Preserve existing wildlife areas and green space. |
| Sports centre/swimming pool. Arts Centre. |
| An improved park, with better children's facilities. It should be a focal point (like Abbey fields in Kenilworth). The existing path is big but most of it is unused space. |
| Develop the park. A bigger play area for children, include sandpit and maybe a cafe. Traffic on the Kenilworth Road. Support the library with staffing. Better security and cameras. |
| Park and playgrounds. Sports and leisure facilities. |
| Cycle paths. Charge points for electric cars. More parking for railway station. |
| Public amenities. Village parking. |
| Improved facilities at Berkswell and Balsall Rugby Club e.g. new clubhouse/changing rooms. Improved facilities at Hornets football e.g. protecting park pitches from dog fouling via gate/fence. Leisure facilities e.g. mountain bike track, new sports facilities like 5-a-side astro pitches, leisure centre etc. Replace footpaths taken by new housing by creating access rights to the fields that will surround the developments. |
| Library open more frequently. Tennis courts (public). Swimming baths. Hockey pitch. |
| Improve parking at medical centre and in village centre |
| Sport and leisure complex. Upkeep of Greenway to Kenilworth and access at Balsall Common side. |
| Maintenance of roads and footpaths, especially side roads that haven't been touched for years. Somewhere for older kids to go other than hanging around the shops. |
| More car parking - especially for the station - is essential. The shopping centre needs more and safer parking. |
| Leisure centre. Improving pathways and cycle routes. |
| Village Halls in both Balsall Common and Berkswell. |
| A new village hall (larger facility) |
| Provision for market traders within the village centre. Improved (and increased) parking for village centre and the station. |
| If the developments are as proposed, then CIL needs to be limited to a new central community and sports centre, not just paths and cycleways. The village is at tipping point. It needs a) a redesigned centre b) community centre linked to the Lant and c) a new junior school. CIL is minor compared with local and central government support. Experience to date shows Solihull MBC to be short sighted and unwilling to invest. They need to guarantee their side of the investment requirement before the planned growth is allowed. We cannot simply have a repeat of their approach to date. |
| Lavender Hall Park: improve signage and remove damaged signage. Support outdoor sports with outdoor gym equipment. Plant more trees and flower beds. The Greenway: open up the cycle path |

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| and make accessible for both cyclists and walkers. Village shops: resolve parking issues, fill empty units. Plant flower beds and trees to make the centre appealing. Improve lighting to discourage anti-social behaviour and loitering. Spend money on outdated buildings in need of repair in centre. |
| Do not support further development in this area. |
| Improved car parking in village area. More funded activities for the youth to keep them occupied. |
| Improve facilities for young people, indoor sports facilities, dog bins, more street lights |
| Additional primary school. Sports centre. More frequent bus services. More shops with additional parking spaces in a different part of the village to the present ones. |
| Swimming pool and variety of sports facilities with cafe. Wider range of independent shops in village e.g. greengrocers; gift shops (like Kenilworth and Knowle); haberdashery; craft workshops for children; cafes/wine bars. More green spaces to encourage wildlife with seating areas, focal points, trees and flowers. Development to smarten up the village but remain a rural character. Build a clock tower on central roundabout. More parks for children and families, woodland areas and cycle routes, lakes, ponds, sensory areas in parks and village for people with disabilities. Make the village "autism" friendly with emphasis and support in all areas for all the people who live here with autism and other disabilities. |
| Community hub development along Station Road, (high street). Need far more shops, schools, parking areas, bus routes, speed measures. |
| Improvement to parking in the centre of Balsall Common. Construction of village bypass. Maintenance of field paths. |
| Split Meeting House Lane into two, partitioned at the tennis courts - with pedestrian access from Station Road and Kelsey Lane. |
| Any increase in local population brings the need for extra; schooling, power supply, water supply, waste removal, car parking, traffic control and health services. Many of these seem already stretched without extra building in the village. A thorough study of existing services should be undertaken before any further strain is put on them. (This questionnaire doesn't ask for all relevant information, and yes/no questions do not offer enough depth). |
| New sporting facilities to serve the community and the local schools. |
| Vital provisions pro-rata to the increase in population must include healthcare and schools. A key feature of Balsall Common has been its parks, play safe and sports grounds - more publicly accessible green space must be included with each new housing area. Pedestrian and cycle links are important too. |
| Not sure we are happy with the concept of Parish councils having "thousands of pounds" available to them. How is this expenditure going to be monitored and audited to ensure it is spent responsibly? |
| What our community needs is leisure facilities - a swimming pool/gym/fitness classes etc. Similar to castle farm in Kenilworth. |
| 1. safer streets - more lighting, neighbourhood watch, no parking on pavements (by shops and on residential roads) |
| All weather pitch. An additional primary school. Improvements to Heart of England school facilities. Re-generation of village centre. Additional infrastructure - more doctors. More cycle and walkways akin to the greenway. |
| Projects that bring those in need of more frequent opportunities to socialise (the elderly) together. Salaried person to co-ordinate/initiate schemes that benefit the local community as whole. |
| Community allotment to teach organic veg growth with solar panel(s) used to drive a water feature with seating/benches to rest. A basketball court with graffiti walls (art walls) at both ends. A good sized cycle cross track, well lit. Funding for 13-18 youth club one evening/week, with a pool table. |
| Additional sports facilities, particularly a multi-use games arena. This would allow BBC hockey club to play matches in the village and would get continual use from schools and Hornets football. See Q19. |
| Parklands, sporting facilities |
| Gym and/or swimming pool |
| More facilities for teenagers. Encourage long term residents to stay here. |
| Youth support/development groups. Community groups. Public transport improve e.g. Coventry/Hampton/Meriden |
| Parking in the village is dangerous, it needs addressing urgently. |
| Speed bumps! A bridge for crossing main road - to prevent lorries using BC as a through route! |
| Sports facilities including swimming pool and gym. |

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| New schools, improved public transport. Increase neighbourhood facilities in line with the increase in population. |
| Improve children's playgrounds. Increased funding for Jubilee Centre/other initiatives for teenagers. Improved bus frequency between Balsall Common and Solihull/Coventry. |
| Work with Berkswell Parish Council to secure agreed projects for our whole community. |
| A sports centre/better leisure facilities |
| Youth club centre with appropriate facilities to entertain and develop children in the village (teens). Gym franchise. |
| Community cafe/allotment area for local park (Lavender Hall Lane). Employ two police community offices to patrol local park (people using drugs/antisocial behaviour), local town centre at night (groups of youths). |
| More amenities for older children, sports clubs (football, rugby). More awareness and outreach from existing clubs to appeal to variety of ages and backgrounds. Tackling antisocial behaviour. More village events. |
| A community fitness/health and well-being centre |
| Sports centre / Dog bins along Balsall Street East and Balsall Street / Station Road / Astro turf / Car parking / Dog cafe near recreation places / Speed humps in Needlers End Lane |
| Swimming pool |
| A new multi-purpose village hall, more leisure facilities |
| Any CIL monies should be spent on projects that will directly benefit Balsall Common residents and not new pavements and cycle lanes which are the responsibility of SMBC funding. The projected growth in houses and residents means provision of a new community/recreation building will be essential |
| Swimming pool, tennis courts, more children's facilities in play areas e.g. sand pit, zip wire etc |
| New village hall/community centre. Teenager orientated sports courts e.g. Basketball courts / Improvement to Berkswell railway station and increased railway parking |
| Sports and leisure centre including swimming pool |
| Better overall community services. Traffic diversions and signage not allowing traffic from JLR to use Holly Lane, Gipsy Lane as short cuts to main Kenilworth Road. |
| Swimming pool, youth centre, redevelop village hall/community centre |
| New village hall |
| Green space development: parks, roundabouts, planters. Village centre regeneration. Better planning: no more pizza/takeaway! |
| Use the CIL to build a 3-storey car park in existing library car park area and strictly enforce existing car park spaces in centre of village by shoppers and business owners to the 2-hour limit. Part of CIL could be used to fund legal car parking warden. |
| A new community centre to replace village hall/jubilee centre which are too small for the growing community. A new playground for children at Southern End of Balsall Common. Improvements in street furniture at Station Road/Kenilworth Road and shops. |
| An amateur theatre building. Willow Park. Parking improvements. |
| Sports fields to be upgraded and encouraged to be used. Bypass around Balsall desperately needed village halls to be used more and upgraded for communities. School upgrade and parking provided. Houses currently near schools are having people park there and accidents involving children increasing with so many cars. |
| Does this not appear to be a blackmail initiative? If the parish agrees to more housing it will get a generous kickback - the council will then expect the parish to finance services that should be provided by council. How many growth taxes are we expected to pay. |
| A leisure centre and an all-weather football pitch would be good. |
| Re-development of village centre |
| Community centre which includes meeting rooms and stage (good example in Kenilworth). The existing halls are not suitable/not available. |
| Additional parking within the village |
| I don't feel qualified to answer but hope other answers in the questionnaire will help. |
| Leisure centre/gym. Family facilities. Community facilities for teenagers. |
| Why is only 25% available? Village centre needs to be tidied up. More facilities made available to |

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| support the new homes i.e. shops, sports, parking, healthcare |
| Infrastructure to support additional numbers - parking. Road/crossing, footpaths, cycle routes. Help for schools and doctor's surgery. Leisure facility increase for school. |
| Sports facilities for teenagers. Leisure centre. |
| Additional safe play areas for children. Creation of youth clubs covering organised activities. |
| All given towards fund dementia care for residents of the parish. Primarily to support them receiving care in their own home. There is no social services support for individuals or their families, i.e. need nursing care funded, need dementia care (nursing not required) no funding. |
| Community Centre - village hall will not be big enough. A leisure centre (not necessarily a swimming pool). |
| Astro turf facilities/pitches for hockey/football. Youth centre/community hub. |
| Community sports and leisure facilities open to all. Additional primary school. |
| Public transport |
| Sports and leisure facilities for children |
| New enlarged primary school. Use old primary school to expand Heart of England school. |
| Traffic calming measures along the Kenilworth Road. Build a bypass around Balsall Common to stop all the congestion on the Kenilworth Road. |
| Leisure centre |
| We feel that money should be spent on reinstating some form of police presence in Balsall Common. |
| Car parking |
| This depends on whether the proposed expansion of the village goes ahead. If it does the monies should be used to expand and maintain recreational facilities. |
| Against selling land to provide funding! |
| Balsall Common would benefit from having a leisure centre with gym, swimming pool etc. |
| Cycle routes (off network) e.g. similar to Greenway. Children's playgrounds. Change the on-street parking in centre so that its drive in, drive out - i.e. remove reversing onto road. |
| Larger station parking at Berkswell station. More zebra crossings to help children walking home from school. New guide hut on Holly Lane with better facilities. Swimming pool. Floodlit football pitches at Balsall Common Hornets. Heart of England school to cope with more development - update facilities. |
| All-weather 7-a-side football pitch. Leisure centre. |
| New village hall with theatre/cinema facilities. New village centre with better parking - re-develop. Better provision at schools for drop off/pick up. |
| Looking after open spaces and the park. Keeping the library open and staffed. |
| Re-design of chaotic traffic area in village centre by shops. More parking (in village and at station - the feeder road). Outside surgery was not intended to be a station car park. |
| Help to improve Willow Park, parking within the village etc |
| A campaign to prevent further development on green belt. |
| Facilities for young people |
| More trees/green areas in and around the village. Better/safer car parking in village. |
| Sports centre |
| Community fridge project. Community garden. Outdoor Nordic spa. One-way traffic. Youth and activity support. Park wardens. Outdoor theatre (with tented roof) and arts/continental bar. Arts studio. Enterprise training and activity centre. Older people - social projects. Bike routes. Outdoor (not in) natural swim lake. |
| Indoor sports facilities - exercise classes etc, badminton |
| Improved parks/paths/cycleways. Tree planting - community wood |
| New 3 bed houses for local young people. |
| A new infant school and nurse3ry for nursery, reception and years 1 and 2. Re-purpose existing Balsall Common Primary for years 3 to 6 |
| A town hall (replace village hall) with big hall with theatrical possibilities / Swimming pool |
| Parking in village centre / Pedestrian and cycle paths |
| Plant more trees |
| Additional funding for village hall, jubilee centre, Robert Grissold, library. Road improvement around |

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| village centre shops |
| Improve parking arrangements in and around the village / More facilities for younger people |
| Teenage/adult activities, health challenges / Encourage environmental volunteers like Willow Park are already doing |
| New primary school / Reinstate a small police station in the village - since the neighbourhood police team were relocated from the police shop to Chelmsley Wood, crime levels have significantly increased. If they keep increasing at the current rate, crime and lack of any police presence will be a bigger threat to quality of life than the construction of HS2 |
| Additional (i.e. completely new) GP practice/Health centre |
| Indoor sports facilities |
| Gym |
| Footpaths and cycle paths to maintain physical connectivity between old and new estates / Enhance parks and playing fields / Build a community garden |
| Provide support for local businesses and in developing new retail plans - encourage more varied shops in the village centre / Improved parking / Improving traffic calming / Speed cameras along Kenilworth Road |
| A proper community centre with leisure centre (somewhere for youths to do in the evening) |
| New primary school |
| Parking, currently a nightmare in the village |
| Small business park for local businesses |
| Bypass to relieve the congestion in the village when local motorways or NEC cause traffic diversions. Removal of road parking and Station Road shops. Support Jubilee Centre and village hall |
| Sports centre |
| Additional parking for shops in village centre / Bus service for schools in village to prevent mass parking around school by parents / Additional parking for station area / Public toilets |
| Sports and leisure centre including swimming pool / Community hall / Repairing mess Virgin have made of roads and pavements in Balsall Common / Provision of cycle paths / Improved shopping facilities including decent supermarket and hardware shop / Bowling green |
| New schools / Leisure facilities including new leisure centre |
| Gym / Better parking facilities / Improvements to public parking and facilities |
| Much cheaper first time buyers houses for local people |
| More facilities for the older generation. Youth and elderly interaction |
| Additional school funds / Youth centre within the village / Leisure/sports facilities within the village / Pavement down Holly Lane for Frog Lane from the top by the church |
| Swimming pool and leisure centre |
| Police in Balsall Common |
| Facilities for teenagers |
| More car parks / Leisure centre |
| Indoor and outdoor sports facilities. Provision for young people |
| Swimming pool. Disabled parking in front of the shops and then better parking facilities elsewhere for the lazy ones who are incapable of walking! |
| Sports centre; gym; swimming pool; facilities for teenagers and retired people. |
| Ask teenagers what they would like! Children's facilities are required. Public transport covering rural roads to Kenilworth (our nearest village) with access to Leamington/Warwick! |
| Staffed day centre for elderly/OAPs to help keep them integrated into community. Could be co-located with childcare facilities. Could make more use of village halls. |
| Central re-development of infrastructure around the central shopping area to make shared space for parking and a cafe culture for the residents. Investment in community facilities within community premises, either new or existing, so that the village maintains and enhances the needs of its residents. Need for a dementia friendly support service, a community saving scheme as examples. |
| Improvements to parks, footpaths, cycle facilities, improvements to public realm and in parking facilities in the village centre, funding for community hall and other community facilities. Opportunity for a community scheme grants programme to allow smaller scale ideas to come forward over time. |
| Additional provision for elderly residents e.g. dementia cafe. Additional provision for youth. Support for |

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| existing provision for elderly and youth. "Keep fit" in parks. |
| A bypass around Balsall Common is an urgent necessity since the volume of traffic along the A452 has grown to an unacceptable level. As a designated relief road associated with M42/M6 issues, the A452 should be dual carriageway on a bypass around Balsall Common. Additional traffic has resulted from the new developments between Windmill Lane and Balsall Street and this is causing congestion and increased risk of traffic accidents. |
| To assist the elderly. Plus a young child/baby/toddler play centre within the village. |
| Construction of a safe and comprehensive cycle path system. To include cctv and street lighting and designed to give all Balsall Common residents the option to leave their cars at home. |
| Expansion for the primary school. Greater capacity at the doctors surgery. |
| Squash courts, more tennis courts, walking football, golf course, swimming pool and gymnasium. |
| Improved parking facilities in and around the village based on 'short stay' only |
| 1. Create one-way system to avoid forward parking (blind reversing) at shops in village centre (or ban vehicles completely). 2. Create a village centre - Balsall Common is soulless and has no sense of community like Berkswell. It needs a central focus but instead has the A452. 3. Create a pedestrian crossing at the junction of Kemps Green Road and Balsall Street East to stop putting children's lives at risk walking to school. 4. Plant more trees and flower planters in village centre. At the moment it is just a car park. Needs to change to a pavement cafe area. |
| Money now = the loss of green belt which can never be replaced. Developers are profit motivated, they will always "swallow up" and move on. Regeneration of existing spaces/areas should be a priority. |
| Try to keep these develop plans within the present areas - not take over more green belt/farm land as was originally shown in the Solihull plans! |
| Green gym equipment around the field in Lavender Hall Park. Safer parking/delivery to shops in Balsall Common village centre. Increased security measures around station. |
| Library opening hours extended, children's fines removed. Development of village centre particularly parking, redesign, cafe in Lavender Hall Park/toilet facilities (see e.g. rugby park), Pedestrian crossing north end of Kenilworth Road e.g. near Sainsburys garage. Bypass of Balsall Common desperately needed. |
| Cycle paths. Electric vehicle infrastructure. Clubs and facilities for all age groups. Reinvestment in play fields, parks and open spaces. Installation of security features to protect community spaces. Sponsorship of PCSO's. |
| Expansion of medical care. Provision of more school places to cope with increased population i.e. expansion of existing schools or provision of new ones. |
| Support for existing community buildings/projects such as village hall, sports clubs, the jubilee centre. Improvements to roads/paths - dedicated cycling routes/lanes. |
| New community sports facilities - public tennis courts/gym/leisure centre |
| Sports facilities. Improved village centre. Improved bus services/local public transport. |
| ???? |
| Sports facility to support existing facilities, thinking of girls sports such as Rugby or Hockey (we don't have girls). Outside of that some form of public gym. The village is going to need more of a police presence not sure how we deal with this whilst not community Devt we need a police station! |
| Cycle paths/community facilities - young/sports. Older people etc. Sort out shops and parking - more 'attractive' centre. Community Hub for all - drop in volunteering |
| The funding should be used to improve the look of the village so as to increase the attraction of the locality. The parking in the village centre is a particular mess that prevents the smooth flow of traffic and puts pedestrians and cars at risk. |
| More park amenities like the park in Meriden. Also Tennis courts too, swimming pool, gym |

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| Q3a - Which <u>three</u> only of the following would you most like to see provided in the village centre? If other, please specify |
| Cycle paths as Q2 above and around Balsall Common |
| Extra medical practice |
| To be located at petrol station |
| Parking enforcement (CEO's) |
| Stop off road parking at Barclays and library side, ban school run and parking |
| A bus serving both ends of the village |
| Better public transport in evening and weekends |
| More facilities (village getting too big, too many people) |
| Improved traffic flow through the village which hopefully will occur once a bypass is completed / More diverse bus service to and from Kenilworth, Leamington, Warwick |
| Extension of road from George in The Tree island down to station to follow railway line hence avoid village altogether |
| Improved off road parking to replace current parking in front of the shops |
| More attractive 'hub' - flowers/benches/improved facade to buildings. Also at Christmas better decorations like in Knowle and Kenilworth |
| No electric charging points - will only cause parking problems, as will a pedestrian crossing and traffic calming |
| Bypass |
| The village centre is beginning to look cheaper nasty e.g. gaudy shop signs - it would be lovely to provide as more village look to the area |
| More trees and flowers / Litter patrols |
| Pedestrianise the main part and provide parking around |
| Pedestrianised area / Implement bypass to solve many of these issues at the centre |
| Village centre to be regenerated with cafe area |
| Diagonal parking in front of shops for ease of access |
| Traffic calming along Kenilworth Road - roundabout to Holly Lane or average speed camera |
| Parking restrictions on waiting time |
| More litter bins |
| Station Road - near fish and chip shop |
| Cycle paths and bypass |
| Railway station additional parking and if we had a long awaited bypass we wouldn't need any improved traffic flow. |
| Less traffic through centre |
| Gym |
| Vehicles on the Kenilworth Road, Balsall common are always driving over the speed limit. |
| More walking! |
| n/a |
| Shops where you could buy useful things |
| Station Road, Balsall Street and Needlers End Lane need traffic calming measures, preferably speed bumps |
| Cycle rack. Requested September 2016, still waiting. |
| Bypass |
| This is not a NDAC problem. More consideration would help. Curb less road to encourage traffic to drive dead slow. Better lighting (high level). Pedestrians and cars |
| I believe the current shop front car parking to be very dangerous. This area could be pedestrianised or sealed at the roundabout end. Access and bypass using Station |
| I would like to see the village centre pedestrianised if possible. Traffic is a nightmare in this area and parking over crowded. If adequate parking was introduced b |
| Additional Parking. Clearer markings on existing spaces inc. keep clear areas and please reconsider and echelon parking. |

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| Community support officer presence. |
| If bypass put in the above isn't really relevant |
| More police to sort out the scum peddling drugs |
| Not only improved parking but more parking. We now avoid Balsall Common centre unless necessary. |
| Return of more visible police presence |
| Better retail facilities and parking. What we have is inadequate and in some instances, poor quality. |
| More shops relevant to the villagers' needs |
| Road safety improvements around schools in Balsall Street and Gipsy Lane |
| Existing crossing is too close to the roundabout. Suggest this is moved to help flow of traffic. |
| Need speed cameras along Kenilworth Road/need more parking at Berkswell Station/ban larger vehicles from centre/new bypass or relocate village centre/to become totally pedestrianised |
| Make station road one way only from Hall Meadow Road and make parking in the shopping centre at 45-degree angle. So when reversing out, you can see cars on the road (diagram drawn on questionnaire) |
| A police presence |
| Replace island with traffic lights |
| No traffic calming and electric chargers. No traffic lights at roundabout. Police presence to be re-instated. |
| Prevent cars parking outside Costa coffee in the "no parking area". This makes visibility from the car park behind costa coffee very difficult and potentially dangerous. The erection of the bollards would remedy this. |
| More disabled parking and enforcement |
| A bypass is the most important |
| Parking permit |
| More shops. More plants. |
| Do not install electric car charging points - this would reduce parking availability even further. |
| Improved, contained parking facilities for rail users, no parking on Hall Meadow Road. Much improved public transport provision to and from Kenilworth and Solihull. |
| I would like to see a volunteer service (group) to deal with drivers in large cars who park badly in the village, sometimes taking up 2 spaces, with no consideration for others. |
| Parking at Station urgently required. This would improve with bypass Q1 |
| Possibility of pedestrianizing centre with additional parking and small shops |
| As before, general marking up of whole area |
| Less paving more greenery/flowers |
| Improved village hall facilities |
| Put village parking spaces (at angle) to prevent traffic crossing over the road to park. This would improve flow traffic as cars would not be stationary waiting to turn right due to oncoming traffic |
| Remove ivy which is strangling our Oak trees, remove autumn leaves off pavements |
| Recycling centre as these have now gone from the village |
| Enforced 20mph outside shops - Improved enforcement and parking restrictions |
| Removal of Virgin cabinets and advertising boards. The whole area is a mess. They are obtrusive and ugly |
| Provision for lorries to make deliveries - not at front of stores e.g. Tesco / One Stop |
| Public toilets |
| Speed cameras on Kenilworth Road |
| Police office and police station |
| 20mph speed limit |
| One way street from island to Meeting House Lane |
| Better pavements for disabled in wheelchairs/scooters |
| Shelter for the big issue seller |
| Double the size of the station car park |

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| Speed bumps on Needlers End Lane |
| Redesign of parking/traffic flow in shopping area of village centre |
| More kerb appeal/welcoming appearance |
| Pedestrian area only through village shopping area and public toilet availability |
| Improved traffic flow at A452/Kelsey Lane lights (worse since new lights) |
| Police station |
| Bypass around village centre |
| Diagonal parking on road to reduce accidents and increase visibility when manoeuvring. |
| More variety of shops and more police presence. Also lighting through alleys and parks. |
| None of the above. Parking is a problem but we don't see how it can be improved. |
| More facilities. |
| More of a village centre feel. Chevron parking. |
| No lorries and less traffic in Windmill Lane |
| Better range of shops and things to do in the centre. |
| Encourage a wider range of shops. |
| Restrict parking to trade vehicles only. Present parking arrangements roadside are an accident waiting to happen. |
| Pedestrian crossing is a good idea as long as traffic flow is not too restricted, as would cause a back log on roads. |
| Crossing near GP surgery/railway station |
| More local (non-corporate branded) village shops, local produce etc. |
| Pavements down Windmill Lane much needed to walk down. |
| Build a new village centre. |
| Increased community police presence. |
| Improved visual appeal through initiatives such as planting trees, floral etc |
| Improved layout to make it more social and user friendly. |
| Places for wheelchairs to mount the pavement repaired and more provided. |
| Footpath repair. |
| The centre of the village should be pedestrianised so it becomes a meeting point where farmer market can be pitched and unite the community and those who work on the local land. |
| Cameras at existing pedestrian crossings to deter the many drivers that run red lights and pose a real risk to children trying to cross. |
| Landscaping including trees |
| Pedestrian crossing by Shell garage. |
| Develop a bypass around the village centre which is 50/60% already there. |
| Make it one way traffic |
| Better policing. Better lighting. |
| Improved shopping |
| Prevention of vehicles over 5m long parking outside Balsall Common central shopping area main road. |
| Stop drivers using pavements as parking spaces. |
| I don't believe any of the above are required |
| Double yellow lines from shops to Methodist church on Station Road. |
| A bypass will obviate the need for a pedestrian crossing, traffic calming and improved roundabout flow. |
| Quality shops - see above. |
| Improved street lighting. Sorting pot holes and parking. |
| Car charging not needed if only short stay. |
| Bypass |
| Enforcement of the existing parking, encouraging use of the car park and encouraging reverse parking |

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| Enforcement of parking especially disabled spaces and pavement parking |
| Station Road outside the shops - reduced speed limit - for safety reasons for pedestrians and reversing from parking spaces. There should be no reduction in parking spaces as suggested in the local bugle magazine |
| Zebra crossing on Station Road |
| Fewer supermarkets - replace one with a hardware store |
| Parking for the railway station is dire with new homes and more cars the road near the doctors will become an even bigger extended car park |
| More amenities |
| Police presence - the village is increasingly at risk from van thieves and burglaries, as well as youths congregating |
| Angled parking spaces instead of straight on Station Road opposite shops |
| Better variety of amenities |
| Legal pedestrian access co-op car park to village |
| Purpose built cycle routes into the village centre to encourage residents to cycle to the shops and thereby reduce traffic parking problems |
| A complete alteration of the village centre i.e. route one-way traffic flow each side of central parking across what is presently the two-way carriageway. Combine this with a turning point (mini roundabout) at the junction of Meeting House Lane and Station Road traffic calming humps adjacent to shop |
| Electric charging points could be negotiated with the two petrol stations, but move is needed around the school sites to resolve traffic problems |
| Less traffic |
| More diversity in shops |
| Bicycle stands in convenient locations near the shops |
| Roundabout is an eyesore and the centre is tired and shabby and in need of updating. Pavements are in a poor condition and should be replaced |
| Better cycle access |
| Wider pavements and provision of areas for outdoor markets and other activities e.g. community presentations, improved lighting for safety/security |
| Better facilities for young/elderly in community services / Some organisation put into our magnificent health centre. it's harder to get an appointment now, than when it was at Meeting House Lane / More support for the library |
| The village centre is too small for current and future usage. This should become an area for small traders/restaurants/library and social amenity/education - build a gym for locals to use, association with green area between library and Lavender Hall Lane |
| Barrier to library car park to stop youths parking there at night and drug dealing. Cameras that work in that car park |
| 20mph limit, possible speed bumps on entrance to village centre |
| Pedestrianise the village shopping area |
| Police presence reinstated / More shops |
| Bicycle racks |
| Fewer disabled spaces |
| An improved village centre with better parking and more of a 'destination' rather than a quick drive in and out. Costa has helped a little, maybe pedestrianise |
| Finish the bypass to avoid through traffic getting anywhere near the village centre |
| No parking in front of shops between roundabout to Meeting House Lane |
| Reinstate police station in the village as crime has risen greatly since its closure |
| Facilities for sport indoor and outdoor |
| Greengrocer |
| Also need a pedestrian crossing on Balsall Street by the gate to the primary school. There is not always a lollipop lady and it is sometimes impossible to cross safely with children. Also need more bespoke shops/bars like Knowle. |
| Remove car parking from Station Road - it's really dangerous. |
| More outdoor seating to better support cafes and restaurants, it will help improve the community spirit |

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| of the area. |
| Provision for market traders |
| Plants, flowerbeds and trees around the village centre and on roundabouts. Improved range and quality of local shops and amenities - spend money on facades and fill empty units with appropriate retailers. |
| A better range of shops - encouraging smaller start up shops, a gym |
| More shops |
| A central avenue (tree-lined) on Station Road where the shops are so that people can walk along the middle safely with one way traffic either side and parking at an angle and plenty of green spaces and flowers. |
| Encourage local business. Pedestrianise village centre |
| A more active police presence. A better mechanism for reporting on problems e.g. aircraft noise, train services, car parking, behaviour, health facilities etc. |
| No parking on one side of Station Road - i.e. pedestrian zone |
| Separation between freight delivery to the shops, parking and pedestrian access. |
| Parking in the village centre needs to be improved, but not in the way proposed by Parish councillors in "The Bugle" with the parking in the centre of the road. This proposal actually reduces the number of spaces available, and would have road safety implications with people getting out of their cars in the middle of the road and then crossing the road to reach the shops. Additional traffic would also be placed on the Kenilworth Road roundabout. It would be very costly. More parking at Berkswell station is required with overspill parking on Hallmeadow Road occurring daily. Vehicles making deliveries to the food retailers and the florist constantly cause problems in the village centre. Restrictions need to be imposed to restrict size of delivery vehicles and the times when deliveries can be made. The dedicated "loading" spaces are ineffective and not used for the intended purpose. |
| Bigger primary school with public access swimming pool and lots of parking/drop off provision/cycle lanes/ |
| Redevelopment of run-down buildings to create better retail spaces and accommodation. |
| A bank branch which opens on the weekend. |
| Restrictions on fast food outlets and betting shops. |
| Gym facilities |
| Consistent signage of shop fronts - like Balsall Common fish bar. |
| Better allocation of shops |
| Sensible development of shopping centre, especially with expected growth to increase range of shops/size of supermarkets and retain the centre of Balsall Common as the centre for the area , not lots of shops on new developments. |
| Zebra crossing between Mills and Tesco. |
| Community support officers. |
| Shop for Balsall Street/Balsall Street East (near Gingers). Improved traffic flow past shops. |
| A nice seating area for groups to sit |
| New fencing/planters/ furniture to give the place a makeover. Angled spaces for parking. |
| More attractive Station/Kenilworth Roads roundabouts with de-cluttering of the numerous signs at + leading to the roundabout. 20mph zone on Kenilworth Road between Station and Holly roads, i.e. beside the Hoe school. |
| Bypass, a lot of through traffic. |
| Improved services for teenagers and children generally. Leisure centre for all the community. We can afford this. Let out village hall and jubilee centre for discos and youth centre for our children. |
| Bypass to reduce traffic flow. |
| To prevent lorries/heavy vehicles using Kenilworth Road. |
| Remove parking outside shops on Station Road (with the exception of a couple of disabled parking bays), this would force motorists to use car parks. It would enable wider pavements, improve the look of the village centre and curb some of the poor driver behaviour. |
| Abolish current parking arrangements in Station Road - currently dangerous. Additional parking at Berkswell Station. |
| Preserve the integrity of the village. |

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| Effective policing at night. |
| More dog waste bins. Street lighting in Lavender Hall Park and the grange. |
| School patrol |
| Zebra crossing. Not pedestrian crossing with lights (pelican) |
| Make it traffic free |
| To stop parents dropping their children at the schools, which is dangerous and causes chaos daily |
| Benches for older people to sit down and toilet facilities |
| A new police station or office where police officers work from as happened before the police shop closed |
| Shop front upgrades |
| Better Christmas lights |
| Options not special enough |
| Trees and green spaces |
| Better range and quality of shops and restaurants. How many hairdressers and Asian restaurants does one village need anyway? |
| Parking for delivery vehicles |
| Larger village centre with more appropriate facilities both retail and social. |
| Pedestrianisation around the shops - it is too dangerous at the moment. |
| Improved facilities, such as a wine bar, juice bar to encourage greater use of central facilities. |
| Public realm improvements to create more of a sense of a centre - opportunities for greening/planting maybe improve town centre lighting/colour scheme to define the place more effectively. |
| A bypass would mitigate the need for improved traffic flow at the roundabout. |
| A cycle friendly access with parking facilities. |
| Improved mobile phone reception |
| Create a one-way system that will stop all the accidents occurring when drivers reverse out of spaces into traffic. Use the space created to give back to pedestrians and create more trees/flowers and pavement cafe atmosphere. |
| I cannot see how you are going to improve these issues in the centre of the village without pulling down houses! Electric charging points - surely not needed as these will only mean cars parked longer in the centre of the village! |
| Improvements to alleyway footpaths in the village including better surfaces and more lighting. |
| A specific rear entrance for lorries delivering to shops which block the village centre during deliveries. |
| Electric car & cycling facilities for fewer use of petrol/diesel |
| Remove speed bumps |

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| Q9a - Should more trees be planted in the Parish? If yes, where? |
| Amongst new housing |
| Land at rear of Balsall Street east / Frog Lane |
| Kenilworth Road |
| In keeping with developments |
| Hedgerows |
| Wherever |
| Any unused open space |
| In green spaces only, council is lax at clearing leaves from pavements |
| Lavender Hall Park and other parks in the village |
| In existing park areas |
| Wherever possible |
| Fruit trees in park areas. Free food! |
| Wherever possible |
| Everywhere |
| Where noise is generated (roads and rails mainly) |
| In and around new developments |
| Along all roads and at least 1 tree for each new build/major property development |
| Everywhere possible |
| New housing |
| Wherever possible |
| See Q6 - in part think about relating tree planting to improving flood prevention measures and water take up |
| In any new developments and in any developments that now exist, in appropriate areas to attract bird life |
| Within new housing developments |
| Wherever the opportunity presents itself / By roadsides to help minimise noise pollution |
| In designated areas in the parks e.g. Apple orchards to add colour |
| Lavender Hall Park |
| On undeveloped land |
| Everywhere as possible |
| Wherever there is a space for one |
| In the commercial centre of the village and along main A452 |
| In new development and recent developments which appear to be devoid of trees |
| Along the main road |
| Everywhere |
| Everywhere |
| Main roads |
| When building to make sure trees are planted around |
| Anywhere it is possible |
| A belt around playing fields in Holly Lane. The playing fields by catholic church, around new developments |
| Around new developments, fields along Balsall Street |
| To soften views of new developments |
| Along roads(also reduces noise from roads)roundabouts, mini forests in parks, subsidies to encourage more trees |
| Every street |
| Reinstate Oaks cut down in Holly Lane playing fields |
| Not in the middle of green spaces as this makes spaces less useable - in clusters at edge of facilities |
| Orchard in Lavender Hall Park |

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| New housing estates and parks |
| On new housing areas |
| In new housing estates to soften their visual impact over time |
| All over |
| Close to roads to soak pollution up |
| In new development areas |
| Appropriately planted in existing hedgerows and within parameters of new verges and fencing - both native deciduous and ornamental, what and where appropriate |
| In existing hedgerows and in small clumps in awkward to maintain corners |
| Kenilworth Road |
| Holly Lane Park, catholic church field, Balsall Street, Temple Balsall, Fen End, Holly Lane |
| Barnetts Farm area |
| Along main road, Kenilworth Road/Balsall Street |
| Kenilworth Road |
| Along Kenilworth Road and Station Road as they would help reduce the pollution along the busiest roads |
| Park and between village and HS2 (if parish is enlarged) |
| Don't mind, but will help to maintain rural feel |
| Balsall Street East |
| In the new housing developments |
| On streets to soften appearance and give more rural feel |
| Particularly around and in new housing estates |
| Inside residential areas |
| Shop area - take down street furniture |
| All dig existing field boundaries |
| Local parks and within any new residential developments |
| On approaches to village centre, on verges to existing and new housing estates |
| Green spaces |
| In and around open spaces and new buildings, along the HS2 route |
| In any new commercial or residential development in parks and open spaces |
| More tree planting on new housing developments and existing open spaces |
| Town - village shops/streets |
| In playing fields and green open spaces |
| Parks and road verges where space allows |
| On any new housing developments |
| Fallow Farm Land, brown sites |
| Near roads |
| Along edges of Kenilworth Road |
| Ask an arboriculturist |
| Not sure where |
| Village centre. Along main routes through village |
| Fields should be designated for new wooded areas. Not on roads due to cost and maintenance plus weather safety |
| In the vicinity of any new housing or other buildings |
| Woodland established near Lavender Hall Park |
| Village centre |
| Parkland areas |
| Along roads e.g. Station Road, Kenilworth Road |
| All over |

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| To the edge of open green spaces and helping to create linked green corridors. |
| Trees and hedges to join up wildlife areas and to join these to rural areas. To provide wildlife corridors. |
| In the park |
| Balsall Street/Balsall Street East |
| In built up areas |
| You can never have enough but not sure where |
| Village centre |
| In green spaces - public areas and along flight path |
| In around open green spaces |
| Everywhere! |
| Where building removes old and existing trees |
| Wherever suitable |
| To compliment new development |
| Create mini woods to encourage walkers - could be funded by memorial trees |
| Behind Tesco and Co-op, I believe you could remove traffic from the area. |
| Tree lined streets/roads. Village centre in place of parking on road. |
| Wherever possible |
| Anywhere - you can never have too many trees as they provide essential habitats and soil stability |
| Anywhere |
| In exciting and new green spaces |
| Strategically to provide sound barriers, especially on new builds. |
| Lavender Hall Lane area |
| Along roads |
| Village centre, new developments, Kenilworth Road |
| Station Road, Balsall Street East |
| Any development to include tree planting |
| Wherever there is space, unused space plus along roads in village. |
| Within the new housing developments. Along busy roads to absorb noise and pollution. |
| Anywhere there is room for one! |
| Roadsides |
| Along Balsall Street East going out of village towards Knowle. |
| In all new housing developments |
| Include in new build areas |
| Not sure |
| In and around new developments, manageable numbers in existing green spaces. |
| Possibly to mark the boundary of the village |
| Anywhere suitable, screaming for developments |
| Around new developments |
| Lavender Hall Park |
| Around all new housing developments, and along main roads into and out of the parish. |
| To shield " Hall Meadow Road" area from HS2 |
| Kenilworth Road. Replacement of any tree felled for reasons other than because of decay or disease. |
| In existing developments and village centre |
| Alongside roads |
| I would like to see some woodland for public access. |
| Must be part of "green spaces plan". |
| Any green space included in development plan. |
| In and around new development |

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| Any available green spaces |
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| Near railway lines to shelter noise and rail tracks from view and as many can be planted anywhere in the village. |
| Any new development should have some trees within the development |
| Balsall Street East, Gypsy Lane |
| In the parks to give more habitats for wildlife. |
| In centre of village |
| Along Kenilworth Road |
| In and around existing parks |
| Where appropriate |
| In and around new housing developments |
| Along route of HS2 |
| Everywhere |
| Along roadsides |
| Village centre to create a village green and focus on a heart to the village. |
| Around the boundary of the village |
| Park areas and spare land. |
| Edibles in every garden |
| Anywhere you can find a space |
| Where appropriate |
| In high traffic areas |
| Between existing properties and potential new building areas. |
| Pedestrianise parking by the shops from tree line. Find a way to make shops accessible but safe for all. |
| Be careful research what happened recently in Sheffield. They planted too many inappropriately and had to reduce 25% |
| New parkland woodland |
| Around the village, new roads |
| One in the middle of the Sunnyside/Beverley roundabout. |
| In new housing estates |
| Some of our housing areas need more to break up the stark nature of properties |
| On green grass areas on estates and in the parks |
| Lavender Hall Park, Grange Park |
| Selected areas between developments |
| Any available spaces |
| On pavements of main roads |
| Station Road and town centre islands |
| Wherever there is space and to reduce unnecessary felling |
| Anywhere available |
| In new developments and green areas |
| But not near to buildings or roadways for safety reasons |
| Everywhere |
| North Balsall Common |
| Throughout the village along main roads |
| In designated areas of new housing development |
| To shield HS2. Extend existing wooded areas |
| Around any new development |
| Around green spaces |

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| I'm green space |
| Within new development |
| Round centre of village including shop area |
| Within housing developments |
| Anywhere and everywhere possible |
| Areas where there are few trees |
| Anywhere which is practical to cover roads or noise pollution |
| Kenilworth Road area |
| Extensively |
| Between any proposed developments and existing buildings |
| Along the Kenilworth Road |
| If possible along roads where the roads wide enough |
| Lavender Hall Park |
| Village centre |
| Replacement for any trees lost in building or through disease / To enhance new house building areas |
| For every tree that is felled to make way for new developments / A replacement tree of a similar kind within the curtilage of the same development |
| Co-op car park |
| In new housing developments, parks and roundabouts |
| Station Road - Balsall Street end. New residents have cut down and removed old oaks |
| In green spaces on existing and new developments / Along roads |
| Anywhere where they are needed |
| To replace any old decaying trees |
| On and around green spaces on existing roads |
| In any new development sites |
| Don't mind |
| Wherever we have green spaces |
| On new developments |
| Any green open space |
| On the cricket pitches and tennis courts |
| In the park Lavender Hall Lane |
| Village centre |
| Green open spaces, roadsides |
| Willow Park / Lavender Hall Park |
| In residential areas on cul de sacs |
| Roadside where there is a verge |
| Main roundabout, on route into village |
| All sorts of places, development areas, HS2 screening |
| Wherever appropriate and certainly in new development areas |
| In the parks |
| Anywhere you fancy |
| In areas of redevelopment |
| In new developments along Kenilworth Road |
| Where existing trees are coming to the end of their life. Plant now and the future is protected |
| Main Road Kenilworth Road |
| In green spaces |
| Along grass verges near roads |
| Along the Kenilworth Road |
| On new developments |

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| Established green spaces |
| Put back the ones cut down when building |
| Everywhere |
| In and around the village generally but in particular replacing any trees dying off |
| Anywhere and everywhere |
| Everywhere |
| Roadside where appropriate |
| On new developments |
| Enhance rural nature |
| Along major roads to cut down noise pollution and emission pollution |
| Wherever possible |
| Green spaces |
| Wherever possible |
| Anywhere suitable |
| Everywhere |
| Holly Lane fringes |
| Close to rail lines or roads where possible to diffuse noise |
| Wherever possible - always need more trees to be planted |
| When renovating old sites should be a pre requisite |
| New developments |
| As screen of HS2 development. New development areas. |
| Not sure |
| Everywhere!! Wherever possible. |
| Increase within parks. Along roadway. |
| Wherever possible! |
| New road at Fen End - JLR |
| New estates |
| Far too vague. Solihull has a thriving tree wardens |
| As buffers to development |
| Village centre |
| In green spaces, along roads |
| Encourage in gardens |
| Village side of proposed HS2 route. NB. I asked for extensive woodland to be planted when HS2 was first suggested!? |
| Around new developments. Visual amenity of existing residents should be protected. |
| Around green open spaces |
| Anywhere, along verges, but away from houses - they only get chopped down later! |
| In any areas of green spaces, near schools |
| Anywhere |
| In public spaces |
| Everywhere |
| Where any existing trees have been in place for a period of time to take over when they die. |
| In the new housing estate - provision of a few trees should be included in the development plan. |
| Where suggested by involved neighbours |
| Anywhere that's safe. |
| Roadside |
| No idea |
| In green space in any proposed development sites or keep existing trees |
| Anywhere - the more trees the better |

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| On all new housing developments |
| Lavender Hall Park and as many places as possible. |
| To mask out HS2 route. |
| On grass verges (where wide enough). Roundabouts. Parks. |
| Parkland and open green field sites. Trees are the engine of a green environment. |
| Wherever possible |
| On new estates that have been or will be created. |
| Around village boundaries |
| Along any new bypass around Balsall Common. |
| 1. Willow Park. 2. Future new developments |
| Establish a broad-leaf forest over Barrats Lane Farm. |
| Everywhere possible, especially along transport corridors. |
| Anywhere in keeping with local environment |
| In the village centre |
| As many places as possible |
| New developments. Main routes into village. |
| Riddings Hill Estate. Replace damaged trees in Lavender Hall Park. Station Road village centre. |
| Parks, road side |
| On the housing estates |
| Anywhere appropriate to avoid a "concrete jungle" look! |
| Where we have space to put them. |
| Where appropriate |
| Wherever there is the possibility - the more the better |
| Anywhere they can be planted |
| Along A452 |
| Shopping area. Main island. Parts of Kenilworth Road. |
| Verges opposite Berkswell stores, outside Barclays bank and anything with open verges. |
| Barrats Lane Catholic Church playing field. |
| On roads and wildlife areas |
| To develop Q7 |
| Where previously cut down for building |
| Parks - grass verges. It's about choosing the right tree (variety) |
| Close to village centre |
| Places in keeping with village environment. |
| Everywhere |
| Station street and Kenilworth Road. |
| Everywhere you currently plan to build houses! |
| Around the boundaries, within new housing developments. |
| Edges of all existing green spaces |
| Along the HS2 route to absorb noise. In any new housing developments |
| In the parks |
| Green spaces on any new development |
| Barrats farmland and Windmill Lane |
| Anywhere, wherever is possible |
| Across the parish, general greening at bulltop areas. |
| Roadside and in new developments |
| Along the main road |
| In and around any new developments so that they blend in and fit with the rural character of the village. |

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| In streets, in and around developments |
| Wherever possible |
| As a potential help to flood areas |
| Wherever there is space, especially in new developments |
| Near hedges on green spaces |
| Along busy roads |
| Within all new residential developments |
| Wherever possible in streets and verges especially in new developments |
| Around new developments, roads with wide verges etc carry out a survey of the area to find suitable places to plant trees that are indigenous |
| In green spaces (like already in Lavender Hall Park) and if possible around the village centre |
| By railway line |
| Along roads, many seen to be cut down as cheaper than maintaining! |
| On new developments |
| Along the route of the proposed HS2 line |
| On new development and paid for by developer as part of development. Trees to be chosen by experts |
| Everywhere, particularly near busy roads to absorb pollution |
| All places which will provide screening for privacy purposes |
| Along roads on entry into the village (tree lined roads) possible develop an area of woodlands for walking |
| Along Balsall Street up Tudor Close |
| Green belt |
| On sides of roads where hedgerows and trees have been removed for new infrastructure |
| On any new development |
| As part of any development area to mitigate impact on the local environment |
| If it is necessary to cut down trees etc they should be replaced. Bulbs and wild flowers on central reservations would brighten up the village image |
| Plant fruit trees |
| Between Frog Lane and Balsall Street East |
| Wherever there is space |
| Wherever possible - give free trees to households |
| In places where previous trees have been wantonly removed |
| Along verges bordering roads, on roundabouts, along footpaths |
| Replacing storm damaged trees, Lavender Hall Park |
| Lavender Hall Park |
| Wherever possible |
| On new developments, in current green spaces |
| Within any new development |
| In green spaces, new woodland areas |
| In open green spaces and in new development i.e. roadside |
| Within green spaces and if an old tree is cut down it should be replaced in the same location |
| The Balsall Common health centre and along the verges of Lavender Hall Drive |
| All new build estates - lining the HS2 route with a soft border of mixed leaf trees |
| In areas where there are mature trees such as oaks so as to replace them |
| Balsall Street East, all parks and fields around Needlers End Lane |
| To retain and reinstate the boundaries and access roads to the village and improve aspects of large built up areas, this is a rural village |
| Beside proposal HS2 route |
| In new housing developments alongside waterboards |

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| We need more planters and a nice clock or statue in the middle of the village |
| Throughout the village |
| In appropriate places as part of developments |
| Wherever possible, especially where mature trees have been felled e.g. corner of Alder Lane/Kenilworth Road. These would have been way markers and part of the village identity |
| Any open spaces belonging to local council |
| In every new housing development to help maintain the rural feel of the village and take the edge off the density of housing |
| Green area in Lavender Lane |
| Any place deemed suitable |
| Where are you going to build houses and where are you putting HS2 |
| Anywhere sensible |
| Along roadsides and on new and existing housing estates and developments |
| Roadside new development |
| Roadside areas |
| In or near open green spaces |
| In all new developments |
| I'm not an expert, just more trees probably in green spaces |
| Along Kenilworth Road from Kelsey Lane to Dengate estate / Station Road down towards station |
| By the fields and wherever possible to keep our landscape rural looking |
| In all green spaces, along railway lines |
| All around new developments |
| The village centre could do with softening the harsh landscapes |
| Close to village and wide roads in village |
| Village centre |
| Anywhere and everywhere |
| Near village end of Lavender Hall Park to provide shade for mothers and small children and babies |
| Wherever any new development is, roads should also be wide enough to accommodate trees |
| Everywhere, especially on the field boundaries of grange farmland |
| Down the Kenilworth Road |
| Nowhere specific just where you can fit them in |
| The field next to the Catholic church on Meeting House Lane and the field next to the church on Holly Lane |
| Kenilworth Road, Hallmeadow Road, playing field margins and corners |
| As screening for HS2/railway routes and arterial roads |
| Throughout new developments |
| Where there are risks of flooding |
| As screening on new developments and road systems between Berkswell gate and railway |
| Wherever possible |
| Centre of Balsall Common |
| Residential road side verges |
| Anywhere, where there seems to be a lack of |
| In and around any new development |
| Extensively in new housing developments, village centre wherever possible |
| Close to village centre |
| Any agreed development on existing green belt land should be well screened by trees, hedgerows and have sufficient open space separation from adjoining green belt land |
| New developments |
| Wherever possible |
| Along HS2 route quarter mile wide at least |

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| Village centre along main roads |
| Streets and private gardens |
| Everywhere |
| Wherever possible, surrounding green spaces and verges |
| I don't know the whole parish so difficult for me to say where, but more trees is a good thing |
| Anywhere |
| Appropriate field borders |
| To defend noise from HS2 along Hall Meadow Road |
| In streets |
| Anywhere and everywhere |
| South of but alongside existing railway |
| To screen HS2 and railway line |
| In the parks |
| In and around new and recently built developments. Lavender Hall Park |
| Along busy traffic routes, where appropriate to cut down noise |
| Lavender Hall Park, Willow Park and the back of the housing estate Greenfield Avenue |
| Alongside road verges - back to the fence concept of the avenue |
| Just replace any trees that have to be removed because they are diseased or unsafe |
| Around the roads |
| Willow Park - Needlers End Lane |
| Anywhere where there is a space |
| Everywhere |
| Where they would enhance the environment and shield noise. |
| Alongside roads and on borders of green spaces |
| In new development and green open spaces. |
| In the town centre and along walking paths and all around the village. |
| Lavender Hall Park |
| Between existing houses and any new building work. Huge concerns of impact of housing developments on land opposite Berkswell windmill and visual impact on existing housing. |
| Wherever possible |
| Hallmeadow Road and Riddings Hill by Balsall Common surgery. |
| Create a woodland between the parish boundary and along the HS2 route to act as a barrier and community amenity. Also on newer housing estate e.g. Riddings Hill. |
| On the new estates |
| Station Road |
| Railway station area |
| Offer trees to residents for garden planting |
| Everywhere |
| In the fields surrounding the urban mass of Balsall Common so that it maintains country feel. |
| Wherever experts deem suitable. |
| Within communal spaces on new developments and on verges to improve street scene and lessen environmental impact of new building. |
| Everywhere possible |
| Parks, new developments |
| Wherever development occurs. |
| All new development have green space. |
| There is a general problem of existing mature trees damaged by ivy growth. |
| Roundabouts, Lavender Hall Park, village centre, train station. |
| In and around new developments |

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| Everywhere possible |
| In open green spaces. |
| Not in important grassland, ecologically important places. |
| Yes in any new developments (but otherwise no) |
| Centrally - where the shops are definitely to soften the aspect. |
| Station Road farm area |
| In the green spaces within house development |
| Where there is space |
| Carefully sited on major developments, including alongside the HS2 line. |
| Wherever new green spaces are established. Also alongside roads - new and established routes. |
| Any trees which have to be removed to facilitate new development should be replaced with appropriate specimens to suit the particular development. |
| Wherever possible. Like the area near Hallmeadow Road Estate. |
| Around the village centre, and replacing mature trees which are cut down due to disease. |
| In the village centre area |
| Where there aren't any trees and it's sensible and safe to plant them. |
| Only to replace any losses through development |
| On roads of new developments |
| Incorporate tree planting in new housing developments - not just single trees |
| Balsall Common |
| Where there are spaces |
| No strong opinion |
| Along train corridor, or with all new housing (in garden per home etc) |
| Near the Greenland, not near HS2 |
| Anywhere space permits - rather than more housing! |
| At every available space. |
| In keeping with the built landscape |
| Literally everywhere possible why not? Get the school to help plant them. |
| Wherever you can |
| Along the paths in parks. Alongside the road - Hallmeadow Road |
| Boundaries of our village |
| Kenilworth Road |
| Hedgerows and parkland |
| Lavender Hall Park |
| Amongst new housing developments |
| Extend existing coppice in Lavender Hall Park, near Wootton Green and north of the B4101 and Barston Lane |
| In local green areas |
| Along the boundary of the HS2 site for noise reduction and privacy |
| More trees around newer estates and infill of empty green spaces |
| Along main roads |
| Any new and or recently built housing developments |
| Main Kenilworth Road and village centre |
| Along major traffic routes |
| On boundaries |
| Unused green spaces rather than buildings |
| Along major roads of the village. |
| Suitable locations! |
| Any green fields/open spaces not used for sport. Fields behind Meeting House Lane. |

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| within new developments |
| Around the borders of the Jaguar/Land Rover development. |
| In the green spaces |
| Any new developments |
| Wherever possible. This decision best made by someone more knowledgeable than me. |
| Green and residential areas |
| In parks |
| Any development should be contingent to planting a certain number of new trees. |
| Within existing and any new park areas. Within new housing estates and any new estates. |
| Would answer yes but cannot say where and I do not want to tick no. |
| Lavender Hall Park |
| Village centre and main road through Balsall. |
| In designated open spaces in developments (existing and future) |
| Wherever possible - the more the better. |
| Wherever possible and deemed suitable. |
| To define and reflect current open spaces. |
| Not sure but perhaps in areas where there are no trees already. |
| In new developments |
| Around any new developments, along road where space is available and more in Lavender Hall Park. |
| Within any new development |
| Wherever there is new residential development. |
| Road sides where possible |
| In parks and within verges by the road. |
| Anywhere |
| New housing estates |
| On new developments |
| Road verges, green spaces, within new housing developments. |
| Where high density of traffic i.e. along Kenilworth Road. To blot out any eyesores i.e. potential HS2 at station, or where it crosses views (heaven forbid). |
| Within parks, open spaces, new developments |
| Play fields |
| Village centre, roundabout |
| Everywhere! |
| To help with pollution |
| Any available spaces |
| Lots |
| Wherever possible |
| South of Balsall Street |
| Anywhere possible |
| In clumps in new development |
| To screen out HS2 |
| Within the parks |
| Replace those trees which perhaps developers failed to leave alone. They must supply and put where suitable |
| In new developments |
| Where suitable space allows in current green space |
| Village centre |
| Everywhere and anywhere possible and pragmatic |
| New build sites and along new footpaths |

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| Entrances to the village and along main artery roads |
| Green open spaces |
| Lavender Hall Park |
| Trees are key to maintaining the character of any village. The more trees, well kept, the better |
| Green space behind Willow Park |
| Provide screen between roads and housing e.g. along Kenilworth Road where old trees have been removed |
| South Kenilworth Road towards Sedgemere/Frogmore Farm |
| Everywhere possible |
| Everywhere |
| On any new housing sites, not just a green, it could have a few shrubs and medium height trees |
| In the green open spaces |
| Roadside verges and housing estates |
| In the village centre and in Willow Park |
| On new developments to protect the rural feel of the area |
| Where there are old trees to replace them |
| In green open spaces |
| In and around green spaces |
| Around the village centre and along the Kenilworth Road |
| Kenilworth Road and Balsall Street |
| In the village rather than on the outskirts and in all future developments |
| Holly Lane field and Lavender Hall Park |
| Anywhere to block noise from roads. Parks. |
| Wherever possible, as many as possible. |
| Fruit trees! Plant alongside other trees. |
| Along the main roads to replace aged trees that have died. |
| As part of the wider development areas between the existing housing and the line of HS2 |
| Ideally integrated into any new development. Appropriate opportunities on land along existing roads/wide verges. Any opportunities at the edge of fields, park. Encourage opportunities in gardens. |
| Green spaces and within new build estates. |
| Along main routes and within any new developments. |
| To begin with where they have been neglected and subsequently uprooted by the council i.e. the Kenilworth Road and beyond. Since 1982, drainage due to removal of grass and trees and residents' removal of lawns has meant drains now frequently flood at the first sign of rain. |
| In any area that was suitable and available |
| In centre of traffic islands on Kenilworth Road. On junction of Station Road and Balsall Street. In verge between service road and the main carriageway of Balsall Street. In large grass deserts off Needlers End Lane. |
| Park areas, sides of roads. |
| Where possible along Kenilworth Road (wider sections of) to break the mile-long monotony of this access road. |
| In keeping with housing developments |
| Along the roads and within current wooded areas. |
| Alongside main approach roads into the village (A452) including central reservation on approach from Stonebridge. |
| Roadsides, parks, new building development especially if felling existing mature trees. Ideally developers should keep as many trees as possible in situ. |
| Streets and parks |
| Any new developments. What about the trees ripped out by JLR? - All replaced? |
| Anti-tree residents are aggressively felling trees. Greenfield Avenue is no longer an Avenue. More tree protection required. |

Along the main road

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| Q14 - If you think we need more businesses/jobs located in Balsall Parish, please suggest what is needed and potential site locations. |
| More shops with variety, not just hairdressers and Indian restaurants. Shops to be built within housing developments. With more houses a new school is needed within the development |
| Don't know, would ask existing business people |
| Business park type development - ranging from starter units to small/medium enterprise companies |
| 'Clean air' businesses like software development near to transport like railway and public transport routes for workers commute |
| The parish is growing and local jobs would support the community. Site locations around the station area |
| Utilise areas adjacent to HS2 development for starter units for businesses, or close to existing railway line |
| Start-up units with hot desks |
| Small local businesses offering services to support new housing needs - decorators, gardeners, maybe a computer or phone shop |
| We need more retail outlets e.g. greengrocers etc rather than estate agents, fast food or charity shops |
| Greengrocer and electrical hardware store |
| SME high tech businesses to be located on Kenilworth Road between village and Stonebridge roundabout |
| Electrical and hardware store |
| Any businesses other than hairdressers, beauty salons and food outlets |
| Keep the parish residential |
| Chinese restaurant, Cafe |
| Development of the area Berkswell Station and Berkswell |
| SME's, possibly on farms (as Holly Business Park) |
| I think there are plenty of local business opportunities, but we need to improve local public transport so that workers can easily access Balsall Common for work. Many lower paid workers cannot afford to live in the area |
| Small rural specialists, skilled artisan, place along boundaries |
| Site locations should not be in or near established private housing |
| When a business idea and requirement is presented a co-operative, supportive mind frame would be good |
| There are too many 'estate agents' the village needs craft, art etc outlets to encourage the kids |
| The problem is location the existing infrastructure is not enough to cope with what we already have |
| Start-up business units along route of HS2 |
| Increasing diversity of farm shops |
| Starter premises in keeping with existing premises not large industrial estates |
| A small business unit near railway station |
| The old Partco building - downstairs flats could be craft units. In the main street, development of the old bank |
| Develop the area surrounding the doctors surgery on Riddings Lane |
| There are no clothing retailers |
| We need to stop the same type of businesses starting i.e. how many hairdressers, estate agents and curry houses do we really need. Please no more! Variety please |
| Maintain train service station / Better parking / Bypass |
| We need independent shops not big conglomerates like Tesco, Costa etc encouraging local businesses would hopefully get people to shop in the village. No more curry houses |
| Craftsmen offering bespoke and quality different skills and products to supply new building/housing projects (and existing). Also so to offer work to school leavers etc apprenticeships. In house development and sustainability |
| Lose St Peters village hall and turn it into a business focused building maybe hot desk options or serviced offices |
| Dress shop, shoe shop, in the village centre |

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| Fitness links for exercise classes |
| It may be possible to repurpose one of the community centres as a touchdown area for local business owners |
| More pressure on banks and small businesses to stay in our area |
| More individual shops, not estate agents. Shops that would benefit all of the people, not all supermarkets etc |
| More local employment is desperately needed. We suggest the existing commercial developments on Kenilworth Road - transport cafe is a prime area within Berkswell parish. The HS2 areas may provide opportunities |
| The chance of apprenticeships for young etc carpentry, building, brick laying. Kenilworth Road either side of village island |
| Local development, new station |
| Wine bar / Business hub / Jewellers / Independent shops / Somewhere teens can hang out e.g. Ed's Diner, Artisan shops / Vacant shops on High Street, extend High Street, near to Berkswell station up to the village centre |
| No more hairdressers or estate agents |
| We think we need a new village centre - it could be located in new development opportunity for development of coffee shops, restaurants, local high-quality shops. Waitrose or M&S simply food would attract other business |
| Corridor adjacent to HS2 would be a sensible employment zone |
| Jobs which are 'future proofed' for coming changes in employment caused by artificial intelligence / Jobs which are created by SME's (both these types of employment can be started up in offices based in say redundant farm buildings) |
| More local jobs could reduce commuter traffic to other areas - but large units would be impractical. Creating small units by supporting small, local business in existing buildings or as infill. Maybe discourage use of 2nd cars of walking/cycling to work. This is where safe cycle routes in and around Balsall would benefit local community - linked with railway station |
| Small business premises should be integrated with housing areas to reduce travelling and promote community involvement and interest with local productivity |
| A large supermarket, opposite Aston Martin garage |
| Hardware, electrical - Station Road East |
| Independent cafes, sale of fresh produce, high tech start-ups. No more curry houses, estate agents or betting shops |
| Would be good to see more variation in village - hairdressers, estate agents galore! DIY shop greatly missed |
| We need a mix of businesses to service the local community, encourage small local businesses |
| On the HS2 boundary |
| Unknown |
| Industrial units near HS2 corridor |
| Decent restaurant - old HSBC site |
| More retail space for independent traders with lots of accessible parking |
| Small high tech businesses e.g. Engineering utilise land adjacent to railway line off Lavender Hall Lane |
| Starter units, small offices - in village centre and brownfield sites |
| Green grocer |
| Clothing shop and green grocer |
| Provide the units and they will be taken up |
| I am not sufficiently familiar with potential sites to be able to comment |
| Only small environment friendly businesses e.g. IT, new technology, administrative etc. Locations unused agricultural buildings and existing empty or underused sites |
| When building new residential, build new commercial units as well - offices |
| Greater diversity |
| Development of village centre to provide more retail commercial premises. Mixed use work/living units in new developments. |

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| A gym within the village or close by would be nice that offers leisure facilities. |
| Underneath, alongside or near HS2 where impractical for housing due to noise. Small starter units for manufacturing businesses. Shoe shop - internet companies...etc, etc. Weekly market would be invaluable. |
| Children's clothes and shoe shops. Upmarket boutiques or white company. Bistro. Fine Dining. |
| Jaguar site Fen End. Dradnocks March site. Daily litter collection in central area's - job! |
| Premises which are low rent |
| There is only one bank in the village. Others should be encouraged |
| Tech |
| Office - behind Co Op |
| More restaurants e.g. Italian. Green grocers. Bakery |
| Electrical goods/hardware |
| Shops and large supermarket as part of a new build housing development. Art and craft. |
| South of HSL route |
| Business start-ups, growing but not mature businesses, small and medium sized drawn from a variety of sectors (to avoid boom/slumps of employment). Do not put eggs in one basket and diversity of business types e.g. Sole Traders, private businesses (plcs), co-operatives etc. Suggest mainly near railway line and under air routes to the north of Balsall Common, which is unattractive for residential development. Lavender Hall adjacent to fisheries is a derelict mess. |
| Extra shops i.e. hardware/DIYstore |
| Near HS2 line. IT based firms. |
| Wider variety. Easily accessible general shops - not takeaway or restaurants. |
| The centre has 3 curry houses, a chip shop, a Chinese, a pizza place, costa coffee and a Chinese takeaway. Could do with something different. |
| A small business centre - land near Oakes Farm. Fast Broadband Connection |
| Large supermarket with parking |
| The village would benefit from a fresh grocery store and a handyman shop for small DIY items. |
| Hardware Shop |
| Different types of shops |
| Other types of restaurant (not Indian) |
| Retail unit e.g. DIY, Hardware, general store. Good quality restaurants |
| Smart eco units that encourage low impact tech "start-ups" that are interesting and provide a spirit and culture to the area. |
| Green grocer - miss the one we used to have - site of old HSBC bank. |
| Craft centre to encourage local skills, small workshops around station area and along bypass. Fill area between Frog Lane and Balsall Street/Balsall Street East with enterprises. |
| A leisure centre would create local jobs and give much needed local facilities. |
| Better use of the village centre with more local shops (vegetable shop/wine store etc) |
| A small number of start-up premises (with parking) to encourage innovation, could attract new business and people to the area. |
| Possibly on a farm site out of public view. |
| Area around the doctors surgery |
| Local businesses should be supported as long as the infrastructure is there, i.e. state of the lanes around JLR at Fern End. They are in dire need of widening/resurfacing etc. |
| Expansion of Fernhill Court (potential use of some of Oaks Farm fields) |
| More businesses could mean more jobs for local people |
| local business rate means many potential small businesses cannot afford to locate in Balsall Parish |
| Get rid of the numerous eating/dining sites and replace them with something useful. Note: not more estate agencies |
| More shops and small commercial businesses |
| Possibly in the health centre/rail station area. We need quantitative for fish/fruit and veg etc. Taylors the butchers is a fine example of what we need! Oakes Farm (so called) shop is not, nor is the co-op! |

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| Any Broadfield sites not currently used |
| We need a diversity - too many eateries, hairdressers etc |
| Small industrial units to support small manufacturing facilities or small IT facilities in Mere End. |
| High revenue/high skilled/IT? |
| Can't be done without better transport infrastructure, better road flow and a bypass. Much better train service 3 per hour, a better car park. With that, areas by Lavender Hall have and existing village a left past George in the tree. |
| Small unit site ok, not sure on sites for possible location though. Central village getting very busy and overcrowded at times now. |
| Fields Opposite Magpie Lane |
| Instead of so many estate agents to provide shops i.e. ironmongers (diy) clothes shop (3 Indian restaurants?!!!) not really necessary. |
| Why not use more space towards Bradnocks Marsh. Any in Hampton in Arden? What about utilising land towards A48? |
| Yes we need "starter business facilities". This will create local jobs. These to be away from housing and on a small industrial development. |
| Small technology or start-ups. Business park on the land adjoining the "fisheries"? |
| A greengrocer. A hardware store. |
| Independent wine bar/craft beer in village |
| Large supermarket on outskirts of village with their own parking facilities and easy access. |
| Community hall |
| Units to rent out, near the station |
| Proximity to railway station. Sports centre |
| I am not qualified to answer this question. |
| Start-up premises in car park of fishery. |
| Marks & Spencer "food outlet" would be excellent. Too many Indian takeaways. |
| In the area around Holly Farm Business Park alongside ground used by Jaguar Land Rover and up to table oak lane. |
| An increased and diversified selection of local shops. But no increase in charity shops or fast food takeaways. |
| Absolutely no more food outlets or estate agents. Decent shops. A good pub/restaurant wouldn't go a miss! |
| For those who live in village but cannot find work, the transport in early morning or late night is not enough. More businesses in village that people can get to. Waste land by Berkswell Station platform. |
| Small craft type businesses on a farm type setting or similar |
| Examples along Knowle High Street. Boutiques, high end house decor etc. Sites - Fernhill Court/corner of Station Road/Balsall Street. Village centre (too many of the same there at present i.e. estate agents/indians). |
| Expanded businesses with easy access within the existing shopping area |
| Old farm units can provide workshops, rents need to be realistic and business rates should be scrapped for all but multimillion size businesses. |
| Generally it is better to employ people locally to cut down on unnecessary travel |
| No comment |
| I am new to the area but it would benefit by attracting more businesses in the village |
| Leisure centre. Land opposite Riddings Hill. |
| Cheaper rental costs to encourage independent retailers. No more supermarkets, estate agents and hairdressers! |
| Craft workshops, business innovation centre, high value businesses, along the A452. |
| Low rise office/units for provision of small business along A452 out of Balsall Common towards Hampton in Arden. Low rise. |
| NOT -estate agents or Indian restaurants or hairdressers!! A Thai restaurant, a gin bar/cocktail lounge/wine bar like Kenilworth. Crucial somewhere for the youth to go so not hanging around shops and park! A gym, a swimming pool. |
| Maybe a hardware/plumbers merchants would be good. No more eating or takeaways. Use of the |

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| HSBC site. |
| Restaurants of different cuisine. Fully equipped gym and pool. Gift shop. Clothes shop. |
| A local gym |
| Representation by a major supermarket. Junction by Evesons Fuel - left hand side approaching Balsall Common. |
| Any work to save people having to travel out of the village |
| Ref: reply to Q2 |
| Small starter business units on brown sites too small for housing developments |
| IT/Software development to support Autonomous driving and AI (Artificial Intelligence) applications |
| Those bits of land which are not that suitable for housing. Though I think light industrial activity is not ideal in a predominantly residential area. |
| We could do with facilities for teenagers. Also a wine bar/bistro in the centre |
| Light engineering - Holly Lane and Kenilworth Road. Offices - near station |
| High tech clean technology type |
| Small units for self-employed and family businesses in areas such as outskirts of Fenn End etc |
| Trades (builders, plumbers etc) Home office based |
| More mixed shops to compete with the existing Co-op and Tesco. A good DIY shops is needed instead of wasting time travelling to Solihull. Tailoring, needed, the nearest in Knowle |
| Small business units towards the north of the village out towards Birmingham |
| Restaurant diversity e.g. Italian, seafood, etc / Bakery and Chiropodist |
| I would suggest developing in the south west of the parish i.e. in the vicinity of the new JLR site. Clean commercial/industrial/craft |
| More car maintenance and automotive businesses building on links to JLR etc / Location nearer HS2 where residential sites would be difficult to locate |
| It would appear new houses are being built in and around Balsall Common. The current shopping facilities will not be adequate. If large scale development arises they may need their own shops etc |
| Encouragement of more small business units, particularly in the service sector as these will be needed as the village grows. Unsure of appropriate locations |
| More local employment would reduce traffic congestion. I would suggest 'service' or 'light industry' - not industry which could impact on noise/pollution/visual amenity. No view on location but must not negatively impact residents |
| Manufacturing jobs. Encouraging more SME's. Encouraging start ups |
| Cafes / Banks |
| Any small businesses, particularly supporting rural/farm diversification |
| Closed shops/banks |
| Small industrial units / Holly Lane areas |
| Bistro type restaurant (HSBC building) Osteopaths and or chiropractors - various or with residential property |
| Leisure facilities e.g. gym, indoor play area. Retail - improve and increase variety in centre |
| Less estate agents / charity shops / Less coffee shops and restaurants. Encourage more craft shops, butchers, delicatessen, good local supermarket |
| Shared office spaces - short term letting |
| Small industrial units close to railway |
| Depends on what type of business as the village cannot support manufacturing for instance |
| More people run businesses from home. We need communal office facilities with good WIFI and tech facilities to encourage local entrepreneurs to use the space for training/meetings |
| More options for evening drinks - bar / More friendly family diners |
| Personally 20 years ago the council made life difficult when we converted farm buildings to small units for starter businesses etc. The rates were unreasonable for beginners |
| Outsource potential for airport activities |
| Serviced office building with different sized offices to rent and a communal area. Fairly central if possible so business services can be accessed on foot |
| Jobs for local people required. On brown field sites with existing businesses e.g. on dual carriageway |

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| out of village towards Hopton in Arden |
| High tech office based businesses / Small local market trade facilities |
| A greater diversity of retail businesses in the village centre. Well located business units / workshops may allow local businesses to serve and so benefit from HS2 |
| Medical i.e. drop in centre, light engineering |
| Dockyard for building and launching ship. Lavender Hall fisheries |
| Good quality small medium sized service / manufacturing employers. Brownfield sites near railway track |
| Greengrocer in HSBC / No more estate agents / One charity shop is enough / Three curry houses is enough / Wine bar would be nice |
| Enhance the village centre, pull down ugly 60's buildings and design something open plan - new bar/pub and restaurant, cafe, deli etc - something the community would be proud of |
| More shops like Knowle/Dorridge. More people would buy locally then have to travel |
| Small business premises for start-ups, Lavender Hall Lane site which at present is an eyesore |
| An Aldi would be lovely |
| Small industrial estate on outskirts of village near Sainsburys/George in the Tree - fed by the dual carriageway |
| High value production units, new technology businesses and a mix of medium sized engineering businesses which can offer apprenticeships. Adjoining Holly Farm Business Park and close to new Jaguar Land Rover facility making a dedicated site rather than spread out |
| No new building |
| Ironmongers or building supply shop |
| A better variety of local shops |
| Between village and garden centre along Kenilworth Road |
| Another bank is needed - old NatWest building / Cafe / Hardware shop |
| Small starter units on previously developed sites |
| Just more diversity - not more hairdressers or estate agents |
| There are units by the railway and off Holly Lane |
| Local restaurant/bars - HSBC building, old butchers / Dry cleaners / Leisure centre/swimming pool - land opposite Doctors surgery |
| Existing brown sites or adjacent to HS2. Need Hi -Tech businesses |
| Ironmonger / DIY within shopping area |
| Do not know |
| More restaurants - main street |
| Don't need any. JLR have already built their monstrosity and we were not informed |
| New primary school |
| Pet shop, within main area of shops instead of another large chain supermarket |
| Cluster around JLR Fen End site for start-ups/small businesses |
| Supermarket on site north of Sainsburys petrol station near traffic island |
| With the size of Balsall Common there's not enough local shops but there seems to be more eating places, what we want is a local shop |
| Small business units by the train station. Spare land by the medical centre |
| If the UDP for additional housing is imposed on the BC parish the infrastructure of the village will need to grow to support accordingly. If not, the status quo should be maintained |
| Local craft outlets |
| Where planning permission has already been given, i.e. near Land Rover, Holly Lane, development of existing farm buildings |
| Small business opportunities. If new housing developments are to happen to include business premises and infrastructure such as shops, leisure centre which will generate job opportunities |
| Any small business should be encouraged - not always about a site but appropriate support |
| Carers for ageing population. In the building beside the new houses at the back of the co-op car park |
| Sorry, don't know enough to comment. |

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| More variety of shops and less of hairdressers, estate agents and Indian restaurants. More sports/swimming facilities for children and adults but at a more suitable cost for families. |
| It would be good to encourage different businesses to the village centre - lifestyle shops, small restaurants, etc. A smarter village centre, like Knowle, with a more centre-feel to it. |
| Fruit and Veg shop/business in village centre. Local independent businesses not large chains. |
| More useful shops e.g. green grocers (enough estate agents and hairdressers) |
| Another "cold" comment |
| Again we are not qualified to answer |
| Once again it should start with an audit of what exists and identify any gaps. An employment study should then look at future needs. |
| Business units on sites unsuitable for residential e.g. on main roads, near to railway lines inc HS2. Better transport links to encourage businesses to HQ here - more frequent trains to Berkswell station. |
| leisure centre/swimming pool - land off Holly Lane |
| Wider mix - just retail and basic services at present (e.g. garage, hairdressers). |
| Near station |
| Behind co-op to Station Road |
| Further out on the road towards NEC |
| No more fast food shops! |
| Any jobs are welcome - Lincoln Farm would be perfect for more units rather than homes - increase size of footpath, include cycle path and transport improves to the site, perfect for noisy units i.e. manufacturing, industrial and warehousing, storage units etc |
| Small low-cost units for small business. At the moment we have to go out to Coventry or Birmingham to find anything. Lincoln Farm Transport cafe site would be ideal already having space and traffic infrastructure road access. |
| Vegan Cafe |
| Provision of another business centre, similar to Holly Farm Business Park |
| Retail |
| The large housing estates now under construction require local (general) shopping facilities provided. |
| Business mentors. More business/retail space. Local market. |
| Keep local bank and post office, also affordable units |
| Police support facilities in village centre |
| n/a |
| Use existing sites and encourage new start up business |
| Independent green grocers selling fresh fruit and veg - reasonably priced |
| Need more businesses located in Balsall so that more people are employed locally - lessens effect on transport etc - have no clever ideas on type of business - but encouraging new business is good for the area. |
| Hi-tech manufacturing. Technical & development projects and innovation. Site location would be appropriate to elected. Types of clean manufacturing. Brown sites if available. Reuse of existing developments. |
| Short term units for new/starter business |
| High tech |
| Brown field sites. Light engineering. Printing. Graphic design. Small manufacturing e.g. Pottery |
| Small units for people to rent as office space or small storage units. Not sure re site locations. |
| Make it easy for people to work from home, some or all of the time. |
| Small units on brown field sites for small businesses - north of the village. |
| More shops/retail staff - location to be determined within overall joint parish plan. New housing development, arguably, should be potentially self-sufficient for shops. |
| Balsall Common is a village - more business would change its status (see what happened in Marston Green) |
| love to see hardware/sewing/craft type shops. |
| Small, traditional shop units e.g. green grocer, butcher. No more hairdressers, beauty salons, estate agents, charity shops. |

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| Place a supermarket either side of the village and some smaller specialised shops then convert the existing shops on Station Road to houses. Station Road is dangerous and with increasing housing will see accidents |
| The new Elysian development could benefit from corner shop/one stop shop style businesses. Pound shop style shop with mixed content including toys, stationary, seasonal products near village centre, co-op area would be very useful. |
| Jobs that would provide apprenticeships and skills that we may lose. |
| Wootton Green Lane. Small workshops |
| n/a |
| Places where the young can start and finish apprenticeships. |
| Another bank. DIY store or hardware. |
| More Artisan shops/units - bakery making their own bread. Vegetable/fruit. Crafts - made on premises. No more hairdressers, restaurants or estate agents. |
| More shops in the centre. Leisure facilities. Small business premises. |
| Locally grown fruit and veg could be sold at our garden centre on A452. |
| Off A452 and town centre - easy to access by road and rail. |
| Holly Lane. Lavender Hall Lane |
| Need for larger supermarket, swimming baths and leisure complex. As Balsall Common grows so should the amenities e.g. like Kenilworth, not enough variety of shops, we have more hairdressers, estate agents and curry houses than we need. |
| Charity shops |
| Office space for small businesses to operate and share knowledge - like entrepreneurial scheme in Birmingham. Fernhill Court - Balsall Street or similar. |
| Start-up units to support local business. Re-use of existing, vacant, Broomfield sites. |
| We need more retail and leisure units (e.g. restaurants, bars, shops) away from the current village centre, which is too congested. It would be good to look at redevelopment of previously used brownfield sites and redevelop them. |
| Local trades, gas, electric etc. Local garage/repair shop. No more fast food outlets. |
| Motorcycle training centre - to help ease congestion and improve access to village. |
| Restaurants/cafes - old HSBC building. Smaller shops - hardware etc |
| More support from parish council to use local facilities for business purposes/meetings etc. Assistance to new business to meet up/integrate with existing business |
| Financial services, travel agencies, businesses which would stay local as they expand |
| Small units included in development schemes |
| More cafes and restaurants |
| Small office units / workshops close to new Jaguar development at Fen End |
| Northern end of Balsall Common and in easy reach of railway station |
| There are already many businesses located at Horniby Court and local farms are diversifying by turning outbuildings into small units for a business to be based. We see this as a starting point for potential site locations. We know of several people who are housed in farms running a business from a micro-brewery to a solicitors - quite a range of jobs |
| High tech software offices / Area around gambles garage |
| On the A452 towards Blooms. Office space, to take advantage of HS2 |
| Down to earth business certain small local stores are very unwelcoming around here |
| Possibly utilise surrounding farm buildings (if available) to develop into units for commercial use. The types of businesses attracted should be professional/service industry type businesses which do not create more traffic like haulage or distribution businesses would |
| Any commercial/business development could provide a buffer between HS2 and residential developments and offer potential work locations near to the village |
| As stated previously. The shopping area is inadequate for the village growth. Individual units for crafts. Training units for the young people linked with colleges and universities |
| A major development of houses, school, playing fields, parking and better facilities for shopping/parking are required |
| Offices and commercial units 200-500 square foot land to rear of Edwin's autos |

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| More variety of shops in the village centre |
| Greengrocers / Bakery / DIY hardware store |
| Additional units for small business -creation of area such as 'Bannor Bank'. Local shops, pub, community area |
| Small gym, printer, joinery company, along by the railway |
| Put more effort into diverse businesses in the village centre. Ensure there is a bank (other than the post office) |
| Better inducements to utilise existing premises/buildings with new businesses |
| Small tasteful starter developments e.g. Fernhill court semi-rural |
| Wootton Green area - good road access. Windmill Lane (Berkswell) blighted land by HS2 |
| Small IT business parks similar to those in Meriden. Potential sites could be included in any plans to continue the bypass or on the A452 near to the Wyevale Garden Centre |
| We do not need more businesses in this location, Coventry, Birmingham and Solihull provide plenty of employment and business opportunities. This is not and should never become a centre that attracts industrial growth |
| Re use of existing premises at more reasonable rates - no more estate agents or restaurants. Gym facilities, youth centre/cafe, meeting point |
| Small industrial units 750-1000 square foot / Near HS2 route |
| The telecom infrastructure and networks need improving and we need to move away from the traditional office base idea. If the parish has good communications then it would encourage and enable people to start up from home, reducing risk of large overheads |
| Office or very light industrial on BDL sites |
| Jobs for younger people |
| Houses on Kenilworth Road could be open to business use |
| We need more shops |
| South border options on sites not used for housing development |
| No - quite like the village as it is, that's why we live here, certainly not in favour of building any new units within the village. Re-use of existing buildings is fine, but we don't need any more hairdressers, estate agents or Indian restaurants. Could do with a greater diversity of shops e.g. bike shop, toy shop, craft or art hobby shop |
| Offices near the train station. As the village continues to grow there should be more emphasis on having a convenience store on the outer edges of the village. The Sainsburys is a good example. I would suggest at the top of Station Road/Balsall Street East, Windmill Lane development, near the train station. Smaller businesses would cluster around those |
| No more fast food outlets or restaurants |
| Police station |
| Local services e.g. electrician, plumber etc premises hidden from general view |
| Small industrial / high tech start-ups off Holly Lane |
| Commercial units which have a mixture of office space and workshop. See new estate in Coventry just off new roundabout |
| Occupation of empty shops |
| Greengrocers, clothes outlets, ironmongers |
| More variety in shops in middle of village, new developments to include basic shops |
| Nice bar |
| Small industrial units with access to A452 |
| Service industry i.e. NEC suppliers/events etc |
| Develop land between Balsall Common and Temple Balsall. Also along A452 between Balsall Common and Hampton roundabout |
| More restaurants / bars / gym / supermarkets |
| Bigger supermarket on Greenland opposite The George in the Tree |
| Trading / business estate within proposed HS2 boundaries |
| We do not need a factory estate business development, but small medium size office/manufacturing sites spread throughout the parish e.g. some may be suitable on rural farm sites, Lavender Hall Lane, |

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| beside railway line has potential |
| As part of the HS2 corridor an element of light industrial should be included. Transport (public) will be required if you want it to succeed |
| The area between HS2 and the current railway has good access off A452, will be undesirable for housing but an excellent opportunity with good access for light industry or supermarkets. The railway will provide secure boundaries and the sites aspects will complement the urban fringe without detriment to the countryside |
| Small engineering units, Kenilworth Road, by Wyevale to the island (Aston Martin garage) |
| Opportunities for IT/Tech in local area, perhaps a few more shops. Wildlife and conservation work, there are existing vacant premises in the area |
| More variety in the village shops. Utilise the shops/businesses we already have |
| Business park away from village centre |
| Too late! The land behind the co-op should have been used for small units. The lady has had to move her business back home, as the landlord put her rent up astronomically - she was providing an excellent soft furnishing business. Customers sometimes feel uncomfortable going to a private house |
| Variety of restaurants |
| Additional shops which are accessible to any new housing development |
| Replace empty locations on Station Road |
| The number of businesses is currently appropriate to the size and scale of the village, and we need to maintain the village feel |
| Better shops. General jobs including office jobs so people needn't commute large distances |
| Better medical facilities - 2nd GP surgery? |
| Small workshops and office units, site next to GP's |
| Offices/warehouse - alongside railway / Car parks near station (where cars currently sold) |
| A business hub for local business owners to be able to use for work/networking with office like facilities/kitchen, ideal for the growing work from home population |
| Nice eating establishments would suit BC |
| The village centre shops should have a broader spread. No more food/grocery outlets. More units should be built by the railway station |
| Smaller undeveloped land areas adjacent to HS2 path, potentially developed once work starts to HS2. Would be good to encourage start ups |
| Clothes shop, fruit and veg shop, internet cafe, hardware shop - please no more hairdressers or estate agents |
| Limited additional sites needed. The trend is towards the use of refurbished farm buildings as housing/office accommodation and this doesn't affect the external environment |
| Re-use of vacant rental units |
| Shops i.e. clothes, toys / Art galleries |
| More small units. Lavender Hall Lane. Fen End next to Jag/Land Rover. |
| Job opportunities within agricultural and horticulture, Holly Lane/Balsall Street/Fen End/Meer End |
| n/a |
| Small scale businesses close to transport links to avoid increase in cars travelling to work. |
| A gym. Bigger supermarket such as a Waitrose as this would add value to our village. |
| Greengrocer in village centre. Local accountancy firm near village centre. Local garage/mechanics near village centre. |
| Replace some of the many estate agents with cafe for example. |
| A community sports centre. Police station. A more accessible doctors' surgery that can cope with the number of residents. Often no appointments available for weeks. |
| DIY stores - for incidentals such as paint, decorating etc. Chattaways hardware stores was very useful but it was closed many years ago. |
| Small scale cottage industry |
| Desperately need nice restaurants and takeaways. More independent businesses for variety. Some kind of cafe in the park. |
| Around Oaks Farm could be developed into a small and interesting retail village with the Oaks Farm shop/restaurant as its centre. Good location, on bus route, space to benefit. |

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| The site of the old post office currently dentist and optician is under use and requires larger development, taking the Indian restaurant and vets. This would give increased car parking. Also develop site around Berkswell rail station. No 4 storey development. |
| This village has grown by our 300% in 20 years!! The infrastructure has failed to keep pace. Unless you do something with this, it is pointless attracting more people and that goes for new developments. NB. We have a small village centre which cannot easily/at all be extended beyond where it is today. Any additional amenities should be located with any developments. Has anyone thought of a purpose built village or town instead of inflicting ever-increasing inconvenience on existing residents who thought they had moved to a village!! |
| While it's a good idea in conceptual terms, new businesses will only help if they attract local workers, otherwise it will just add to the problems. But look to the corridor from the George in the Tree roundabout to the Aston Martin garage. There is already an entry point on that roundabout! |
| Pub/bistro/gastro pub, wine bar (e.g. Loki in Birmingham) - centrally located, replace co-op with a better supermarket, greengrocers/deli/fishmonger |
| Small businesses that help the community. The sites would be dependent on where the new developments are going to be. |
| If we have to have HS2 perhaps near there. |
| More independent wine bars, shops and cafes to be encouraged |
| Balsall Common High Street and behind (i.e. co-op). Re-generation project for town square and more local businesses, e.g. fashion boutiques, Italian restaurant, crafts, wine bar, trendy cuisine (Thai, Caribbean, sushi), gift shops, art gallery etc. No more Indian restaurants, hairdressers/beauty, estate agents required. |
| Community businesses; butchers, bakers, cafes etc. Pedestrianised. |
| Branches of banks re-open and/or new branches (also building societies etc). Missing types of shops to open (e.g. hardware, DIY, stationary, a proper general store) |
| The corridor next to the HS2 line provides an opportunity for light business and starter units. P.S. I know this is outside Balsall Parish but we need a NDP which looks at the whole Balsall Common community. |
| Small scale resources for start-up businesses |
| Work near to where people live instead of long distance commuting. |
| Leisure centre - to replace the jubilee centre |
| Encourage and support local businesses. We have far too many estate agents and chain shops (due to poor quality local equivalents - Costa, Tesco, vs the terrible 'La Delicio', disgusting Tuscan pizza and excess empty units). Main issue is lack of parking. Seriously I'm doing your job for you! |
| Start-up units for small businesses. Potential site locations; use of farm buildings etc on outskirts of village! Wye Vale garden centre site; brownfield sites near Berkswell station. |
| Bar's entertainment |
| Larger supermarket, M&S (Food) |
| There is no current support for local businesses. Identify suitable farm for workshop development. Again, follow rail corridor for blighted land. |
| Small units/shared buildings/for some start-up businesses with fewer staff - not large-scale units. Not sure where? |
| Local shop by Gingers. Different restaurants. DIY shop. Non-chain tearoom |
| Some thought needs to be taken into the type of new business we need in the village. For example, at present we have too many take away businesses and not enough useful / traditional shops. We need to bring in a nice restaurant into the village and perhaps a clothes shop, lets lift the standard |
| HSBC building be used for new retail outlet |
| Small office units around Oakes Farm area |
| Village centre shops need less estate agents and hairdressers and more diverse retail businesses e.g. Bakery and greengrocer |
| High quality rural food stores/bakery. People will pay a premium for low food miles and quality. |
| Should be business led |
| Small local businesses encouraging local produce/products manufactured or grown. No more big chains. |
| Any businesses that can survive in the modern internet era |

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| Small units - Lavender Hall Lane |
| I'm not qualified enough with local businesses to answer I'm afraid. |
| Brown field - small units encourage specialist skills which could take on and train local youth. |
| HS2 is happening. Turn attention away from opposing it any longer into positively finding out what opportunities will exist when the hub is created. |
| The village centre is no longer big enough for the size of Balsall Common. To encourage people to use the centre more, it should be pedestrianised and have smart restaurants/bars/coffee shops, gift shops? (similar to Dickens Health Centre) so in the summer you can sit outside and socialise. |
| ? Holly Lane |
| M&S Simply foods/Waitrose local. Hardware shop. Location: empty existing shop spaces i.e. the old HSBC building. |
| Encourage entrepreneur/new start locations. Build community networks/employment. Focus on service led activity. |
| Hi tech industries. Research and development. Niche craft industries. |
| No idea |
| A small business/tech park near Wye Vale garden centre/railway station. |
| There needs to be small workshop units suitable for light manufacturing, engineering services etc. Suitable site would be anywhere on the east side of the A452. |
| Hardware shop. Small bars/bistro |
| No |
| Independent cafe/bakery/small restaurant for lunches. Gift shop. |
| Greengrocer, independent coffee shop, hardware store. Vacant units on the high street. |
| Brownfield sites such as old farm buildings i.e. Table Oak Lane - there are businesses within units, but could be developed better. Or a craft type complex, where people can drive to for a coffee etc and visit a variety of shops, i.e. crafts, antiques. |
| Yes - but no idea where these would go? |
| Enterprise, creativity and originality, not copy-cat national business/shops that ruin character. |
| Anything but not charity shops, betting shops or hairdressers. |
| If building lots of houses, local shop (small/corner type) on outskirts possibly. |
| Gallagher's field |
| Small rentable offices for local professionals who work mainly from home but need somewhere to meet clients. Small units for local crafts. Ideally located near Oaks Farm Shop, or similar |
| Small and medium enterprises should be encouraged. Integrated with new housing developments, not ghettoised |
| More independent service businesses to support new developments |
| Additional manufacturing, where Aston Martin showrooms and Lincoln Farm are now. Not more estate agents, hairdressers or takeaways |
| Small engineering businesses that can provide apprenticeships for our young people |
| Any brown sites left? |
| Behind British Legion, Lavender Hall site |
| More part time jobs for parents. Balsall Common easily accessible by train to Birmingham and Coventry so I don't think lack of local jobs is a big issue |
| More local work would reduce need to commute and decrease traffic congestion |
| To answer this properly, I would need to know the current village unemployment rate! but if more houses are to be built, we will need more employment |
| Can only have more business if there is better road structure and parking facility for business otherwise village becomes gridlocked |
| I don't think we need any more hairdressers or curry houses, a variety of shops such as a good greengrocers would be a start, also a shop to replace chaterways |
| Any businesses will do as long as they create employment - area around Carstins / Blooms area (pre Hampton boundary) / Windmill Lane. Hardware store needed - village centre, what defines a local business |
| M&S food outlet |
| New developments should include business premises in order to take pressure off parking and traffic |

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| in the village centre |
| As close to the village centre as possible |
| Wine bar / ale bar needed in centre of village. No more estate agents, hairdressers or food outlets |
| No heavy industrial units. More office/admin type operations |
| By Berkswell Station or medical centre |
| Don't know |
| Manufacturing. Fen End near Jaguar Land Rover |
| Farms/farmland |
| As the village grows more shops to support housing within the development and avoid the need to drive to the village centre. Bakery/greengrocer/hardware/paint store (like Chattaways). No more estate agents/charity shops. By bypass/rail station/ part of new development. Opportunities for private enterprise within the area. Site lockups. |
| We need a proportionate increase that will facilitate the needs of the growth of housing. What is more important is the transport links to the new employment areas from the growth of the car industries and the proposed UK Central close to the airport/NEC. These need to be public transport, cycle routes and any proposed light rail/driverless pods. |
| There is an overall shortage of small, flexible business space within Solihull Borough, referenced in its most recent ELR produced for its LPR evidence base. Opportunities for small scale office/workshop developments within the village centre, where appropriate within underutilised farm buildings or similar should be considered. Small scale space may require CIL or similar as yields are unlikely to make it attractive to new market development. 'Quirky' road buildings, barn conversions etc can also offer opportunities for IT, creative companies that are key growth sectors for Solihull and West Midlands. |
| Near station/Carstins/Lavender Hall Lane. "Rural" for crafts - linked to "farms". |
| Upmarket restaurant and wine bar in Balsall Common centre. Small scale training companies providing courses in (for example): computing/ICT, joinery, metal working, vehicle maintenance, building maintenance. |
| Local possibly electric/hybrid transport that runs on a loop between the station, village, schools, surgery and the various estates within the Parish. |
| No |
| 1. Area surrounding Berkswell station. 2. Meeting House Lane. |
| Jobs which are suitable for young people. They need some opportunities. |
| Encourage business/employment in the Parish only using existing buildings/facilities - not building more in green land areas. Surely this business could be utilised in the built up areas of Solihull/Coventry/Birmingham/Warwick/Leamington all reachable fairly easily via decent bus/rail services. |
| Small businesses and independent shops or restaurants. No more ESTATE AGENTS! |
| There are many locations in nearby Coventry for local businesses, and they would probably have access to grant funding for using those sites. Coventry would benefit from regeneration. |
| Spaces for starter businesses (fully equipped office spaces that can be rented for days or durations). Storage and desk spaces. |
| More varied shopping - so encouragement to open more and varied retail outlets. This could perhaps happen within new developments. |
| Potential site locations - area between Wootton Green Lane and A452. Areas alongside HS2 route. |
| Leisure centre (gym, swimming pool etc) - near village centre |
| Retail - support to existing retail plus new in and around village centre |
| There is a need for more shops - small shops - not supermarkets. When I came to live in Balsall Common over 70 years ago, there was a better selection of shops than there is now. |
| More diverse restaurants not just curry! Reputable tradesmen |
| If a new school is built - as is needed. Old school could be business centre or if new facilities built for Berkswell School - reuse old buildings |

| Q15e - Which of the following amenities and services need improving? Please outline 'other' amenities required in Balsall Parish. |
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| Leisure centre, gym, sports hall for local activities for all ages. A new primary school with parking |
| Cutting back of garden hedges that overhang the pavement would widen pavement usable area and create a safer environment e.g. Balsall Street east near the school |
| With these, we do not need 'one off' like Virgin media disruption, but a fully integrated plan that all providers can use and attach to |
| Road repairs |
| Road maintenance |
| Public toilets |
| Dedicated cycle paths, shared cycle - footways, encourage green travel/exercise |
| Cycle Lanes |
| More dog poo bins, there are very few around and this results in irresponsible dog owner to leave it on the floor in black bags |
| Community officers / police |
| Village centre traffic. Traffic calming along main routes A452 Balsall Street |
| Local buses |
| Pavements/footpaths out of the village e.g. towards Coventry so that it is easier to choose the option of walking or cycle paths |
| Facilities for youth |
| Parking in village centre and by train station |
| Sporting facilities |
| No more estate agents, better re-use of former banks |
| The village looks very tired. Pavements dirty and uneven which encourages litter |
| Cycle paths and paths to neighbouring parishes along major roads |
| Improve disabled people's mobility so they can cross anywhere. Also the crossing by roundabout is ignored by drivers, not enough warning |
| CCTV. There is an increasing number of criminals coming to the village to rob, attack and steal. A good CCTV system will assist in catching them and also act as a deterrent |
| Sports facilities e.g. gym, leisure centre, public transport / More plants and flowers on roundabouts, pavements like in Solihull and Kenilworth / Wine bar and artisan shop |
| School car parking / Village car parking |
| Cycle route suitable for families / 4G pitch |
| Virgin have improved broadband but messed up our pavements. Another primary school |
| Public toilets |
| Safe cycle routes (including improving pavements to allow for this) |
| Effort to clear existing pavements from over hanging hedgerows |
| Improved design of village centre |
| The play equipment un Willow Park should be relocated to Lavender Hall Park. Lavender Hall Park has very limited play facilities and those in Willow Park are underused |
| Improve maintenance of street lighting |
| Bus service in evening |
| Better water and sewage systems |
| Youth clubs and facilities |
| More pedestrian crossing - none at top end of village near Sainsburys, very dangerous to cross to go to park |
| A gymnasium and wine/cafe bar establishment |
| More parking |
| Parking is village centre |
| Youth activities, improved landscaping and environment |
| Parking - bus service to the northern end of village, some of us can't walk to the stop in the centre of the village |

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| More litter bins - especially by bus stops and near railway station |
| Mobile signal in Balsall Common is shocking |
| Low cost transport to the medical centre. It's too far to walk if you are elderly, disabled and don't drive. |
| Need for more youth groups to be set up such as the army cadets |
| Swimming Pool |
| Better footpath in Lavender Hall Road |
| More shops - as it has grown less shops are available |
| More car parking, a greater choice of shops e.g. an Aldi or Lidl. |
| Pavement desperately needed between St Peters Church and Frog Lane plus extension of 30mph speed limit to before bend near Frog Lane (approaching the village). Great increase in speed, volume and aggression of motorists on this road, makes walking very dangerous. |
| Children's play area at Lavender Hall could be improved, perhaps a zip wire, climbing frame, large slide, fitness equipment |
| The maintenance of connecting pathways is poor. Over hanging branches need removing. Weeds at kerb edge need removing. |
| Electric car charging |
| Better bus services at appropriate times |
| Activities for teenagers - sports centre/gym |
| A more defined village centre i.e. clock for example |
| Road infrastructure |
| Better street lighting and the repair of them. |
| Public toilets near to Lavender Hall Park - small children struggle to walk all the way to the village. Businesses are not obliged to allow the use of their toilets. |
| Roads, bus services |
| Bus service on Sundays and evenings |
| More rubbish bins. Safe crossing on main roads |
| Traffic calming solutions for Station Road/Needlers End Lane. Peak time traffic lights at Station Road/Kenilworth Road junction. |
| Tennis courts (free) |
| Better parking facilities by the shops. More traffic calming measures |
| What on earth was the evidence that supported the 40mph speed limits on so many roads around the parish |
| Better shopping facilities, in particular if the village expands. |
| Yes transport |
| Leisure centre and swimming pool |
| The footpaths and pavements in Balsall Common are disgraceful. Badly maintained and made worse by Virgin-gas pipework etc. Some areas are so bad that they are almost unusable, so that should be a priority. |
| Full spectrum leisure facility |
| Improve roads - pot holes and sinking are becoming a problem on some estates. |
| Indoor leisure centre inc. swimming pool |
| More considerate parking in the village. |
| Parking restrictions on footpaths/pavements |
| Improved bus service to Solihull. Bus service to Kenilworth |
| Cycle paths. Child friendly pavements to school to encourage walking rather than cars. |
| Reliable electricity supply. Wind turbines and solar PU and thermal should be encouraged. Wind turbines at JLR airfield and PU amongst if possible wind turbines on farm land. |
| No comment |
| Improve condition of the roads |
| Improve lighting in Windmill Lane as at present there are no street lights and elderly people live in that area and it is dangerous trying to walk along there as there are no pavements or lights. |
| Cycle path. Adult exercise facilities. A youth plan - crucial! |

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| TV reception |
| Parking in the village |
| Make sure households that allow their hedges to overgrow pavements are dealt with - and ideally fined. |
| Less flights - the planes need to avoid polluting our village |
| More lighting on public footpaths for safety, improved speed restrictions |
| Green Lane leading to the park is treacherous. Urgent resurfacing required. Been dangerous for years |
| Improve policing and parking. Stop using pavements for parking |
| Leisure facilities |
| More school places / NHS expansion |
| Cycle lanes only |
| More policing in the evenings to combat the mess created by children who seem to have more than needed money given by uncaring parents |
| Many pavements have been left with big puddles and difficult edges after the recent spate of digging long strips out of pavements for broadband. Are these ever going to be repaired? |
| Traffic signs are often dirty, and sometimes obliterated by tree/hedge growth. Dirty traffic signage looks very scruffy. Also road surface quality is often poor |
| A proper collection of cycle ways specifically towards Warwick University (Berkswell parish) |
| Provision of rubbish bins along main footpath routes |
| Pavements where Virgin cables have been laid have been left in a disgraceful state. After having been dug up 4/5 times and repaired with patching |
| Can anything be done about Green Lane and entrance to Lavender Hall Park. Not an adopted road but this has become a public right of way and can be quite hazardous |
| Cycle lanes/paths / Green walkways through village |
| More houses = more people = more medical facilities, more school places, more chaos parking by the schools. This needs addressing |
| Transport links to Solihull and Coventry more regularly. Better and more parking for cars |
| Car parking |
| Another school to split the current primary school build and school for 4-7 or 7-11 thus reducing the numbers currently attending, alleviating parking issues / Car parking at Berkswell station has to be improved |
| Sports centre for other than tennis - football rugby cricket / Disastrous Virgin work |
| More car parking. Water and sewage facilities need improving, water pressure not good |
| Leisure facilities. Off road cycle paths (convert the many many footpaths) Join end of greenway to the village with a cycle path |
| Police patrol in town |
| Traffic calming on Balsall Street / Balsall Street East or southern bypass |
| Public toilets |
| Leisure park and Las Vegas style casinos. Indoor skiing (like Tamworth), EV racetrack |
| Maintenance of existing hedges, which are in many cases choked with ivy and falling over |
| Park areas |
| Banks |
| Cycleways |
| A bar in the centre of the village |
| Dropped kerbs in village centre for wheelchair/scooters not enough there |
| Cycle paths / multi use paths |
| More evening facilities for teenagers, perhaps a well supervised gym/youth club |
| Improve pavements on Meeting House Lane |
| More parking for local shops |
| Traffic calming |
| Gym and swimming pool |

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| Another surgery to cope with increase of population |
| More park / amenities for older children |
| We need to address mess left by Virgin contractors |
| Parking |
| The schools need to be expanded! But houses are more important apparently |
| Additional walking routes and cycle paths |
| More village parking |
| Increased frequency of trains and bus service, and to run later, especially the Solihull route |
| Cycle paths suitable for adults and children and another doctors surgery |
| Public transport links |
| Better shops and access to them |
| Dog waste bins along Kenilworth Road / Kelsey Lane / Balsall Street and Alder Lane |
| More variety of shops |
| Improved, additional and more frequent bus services to towns and villages nearby. |
| Don't know |
| Better lighting through walkways and parks. For safety and reassurance. |
| Toilets |
| Bank branches! More meeting/places. Another coffee shop? |
| Footpath needed in Windmill Lane |
| Brighter street lighting. |
| Larger station car park |
| Cycle paths |
| Police, police, police! |
| Virgin Fibre optic has been making a mess now for almost a year. When is it going to be available? |
| Leisure centre with pool and gym. Not a small gym such as the one in Hampton but one like Simply Gym that is affordable and well equipped. |
| Roads - some very big pot holes around. |
| Pedestrian crossings. Repair of broken support barriers, |
| Roads are never swept and not in good condition. Footpaths are generally in bad condition and never cleaned. |
| More cycling paths, I know of only 1 in Balsall Common. There should be a cycle lane all the way up and down on Kenilworth Road - this may encourage more cycling - less cars. |
| Bank |
| The last two are not NDP issues |
| A sizeable community centre. |
| More refuse bins on the way to and from the rail station. More dog bins. |
| Community police presence. |
| A wider diversity of shops. We have enough "supermarkets" and fast food outlets. |
| Bridle paths to allow horse riding off road. |
| The footpaths are well signed on the whole and generally well used. The pavements however are in a poor condition. |
| Improved parking facilities |
| More wheelchair access to paths and parks - gates often make it impossible and barriers to allow access to people on foot are too narrow or difficult to negotiate. |
| Cycle routes |
| Improved transport links, more buses, longer trains. Trains every 30 minutes not 20 minutes then 40 minutes. |
| Improve road surfaces i.e. pot holes |
| More equipment for children in Lavender Hall Park. |
| Take over the running of the Lant from the dead wood currently running the gate. Could be used for bowls/swimming pool etc. |

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| Local gym facilities (cross fit suited to small premises) |
| Dedicated cycleway. |
| Parking in the village centre. More doctors - perhaps a second surgery at the south end. |
| Stop cars parking on pavements. |
| A ban on over-flying aircraft |
| Speed calming measures on Kelsey Lane. |
| Traffic calming on Station Road and Meeting House Lane (ideally blocking off Meeting House Lane to through traffic at the Catholic Church). More parking at Berkswell train station. |
| More safe crossing zones. |
| Some gym facilities would be good |
| Kenilworth greenway cycle access from the village |
| Good amenities |
| Two new primary schools - one east of A452 - the other west |
| Roads |
| Better bus services |
| Don't lose the last bank. Chinese or Thai restaurant |
| Bus links could be better, neighbourhood watch |
| Better public transport to Kenilworth and Leamington Spa and Warwick |
| Mobile reception is the most important - around us this is virtually non existent |
| Pavements would be ok if Virgin hadn't dug them all up |
| Leisure Centre |
| Bigger doctors surgery to cope with the extra people who will move to the village |
| More cycle paths/lanes - especially along Station Road and Kenilworth Road |
| None |
| Public transport. Buses to Kenilworth and Leamington for schools/college |
| Traffic free cycle zones / Bypass for non-village traffic and delivery routes / Improved bus routes |
| Letter or post box - near Rose Court |
| Indoor sports facility |
| Additional paths where none are currently present on well used walking routes would be useful (especially if the size of Balsall Common increases) |
| Cycle paths |
| Free WIFI hotspots (library/village centre) or village wide! Improved community policing. Reduced waiting time for non-urgent appointments at the doctors |
| More litter bins and to be emptied regularly |
| More regular bus services and train services reliable |
| Improved bus service / Improved car parking / Ring and ride taxi service |
| Assume roll out of Virgin fibre broadband will happen soon, wider variety of shops with easy access to encourage walking and cycling |
| Litter is a major issue that should be given greater attention. Extend cycle paths |
| Cycle paths off road |
| Adequate parking and safe traffic flow around shopping area |
| Longer opening hours at medical centre. When we moved into village 35yrs ago - surgery was open 5 days per week why is it only accessible 4 and a half now!! Also late night opening appointments until 6:30-6:45 |
| Community gym - swimming pool, if development goes ahead, Balsall Common will need a new primary school (4 form entry already 120 in each year group) |
| Since Virgin came they have left the roads and pavements in a very messy state. These need to be resurfaced and paid for by Virgin |
| Many parts of the parish are not in the urban areas. Rural areas need assessments for road repair and marking, soft edges need protection and ditch and drain maintenance required. Further street lighting needs e.g. intersections |

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| Public transport |
| Theatre |
| Pavements approaching the shopping area have trap for the elderly and disabled - and are often blocked by parked vehicles |
| Open up the land trust field for more, cut the hedge along Kenilworth Road so that the amenities can be seen or at least the sign |
| Lighting - paths through Lavender Hall Park and along Green Lane from park to shops |
| Local transport, ring and ride, parking at station |
| Improve old signs |
| Better adult fitness facilities outdoor gym |
| Pedestrian crossing in middle of village |
| Improve road surface on Green Lane as it is now a well-used pedestrian route to park and housing |
| Theatre / Swimming pool |
| Most or all of the problems this village has could be cured by building a bypass around it |
| Get rid of parking outside shops. Enlarge parking area behind library and ban parking completely on the road |
| None |
| Sports facilities - community and leisure. If more houses are going to be built we would need another surgery and school |
| Affordable rented accommodation. |
| The pavements have all been ripped up by Virgin - I'm not even sure any of us want Virgin! |
| Cycle paths. Require cleaning of park area to remove syringes and laughing gas canisters, broken bottles in children's play areas. |
| Sports facilities |
| Improve road maintenance. Especially ensure roads/pavements are returned to former condition after building/pipe/cable installation/upgrades. |
| Improve train station parking. Rubbish bins in Lavender Hall Park often overflowing. |
| A cycle link to the Kenilworth Greenway |
| Lower intensity street lights. |
| Improve train service to Coventry and Birmingham especially in morning! New footpaths and circular "country" walking routes when existing ones are taken. Fencing to stop dogs fouling sports pitches. |
| Cycle Paths |
| Full bus service to Birmingham |
| More cycle paths |
| Need more dog 'poo' bins. |
| More shops and new primary school. |
| More parking at station |
| See first page. |
| Parking |
| More leisure and social activities, especially if the population is due to rise. |
| Better road maintenance |
| Less through traffic. More parking at station and village |
| Amenities for young people - cafes, sports facilities. |
| Parking! Cleaner parks. |
| Street lighting. Some existing are not working or obscured by trees/foilage |
| Cycle routes |
| Sport and leisure centre inc. swimming pool, as promised when Riddings Hill development was built. |
| Traffic calming measures on Kelsey Lane/Balsall Street East. Sort out parking by the 2 schools. Widen pavements on icy roads and stop buses driving over pavements! |
| More cycle ways and footpaths that directly link to local facilities to encourage their use. |
| A bypass around the village - A452 is getting far too congested. A study of air quality of peak times |

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| should be considered. |
| Forecourt at Sainsburys! Potholes in roads. |
| Sports facilities such as centre. Swimming/classes/gym |
| Car charging points |
| Improved road drainage, more frequent cleaning of existing drains to prevent regular flooding |
| Cut back hedges blocking pavements and footpaths to enable disabled, elderly, mothers and tots to get past without getting snagged on branches. |
| Encouragement to use green fields for sporting facilities and desperately save what we have. |
| A leisure centre not attached to the schools but available to them. This would provide good health and community cohesion. Youth club for teens and reinstate the Friday night disco. |
| Parking in village centre. Doctors/dentist - facilities. If housing needs to grow then so do these amenities. |
| Road maintenance |
| We need a community centre. Heart of England school is not available enough. |
| Car parks |
| Facilities for existing households and teenagers. |
| Mobile coverage is dire! It's a big village with poor mobile and broadband resource. |
| Public toilets |
| Cycle or running paths. |
| A roundabout in Lavender Hall Park that you don't need to be Geoff Capes to move! |
| Yellow lines in private crescents etc near school |
| Ban parking on pavements in residential developments. |
| Police presence. Swimming pool (not just school). Gym. |
| Footpath needed opposite health centre (where cars are parked), round to station. |
| Repair roads properly! Never use the system used on Fen End Lane etc again! |
| More zebra crossings and pedestrian crossings on the main roads. |
| Smarten up village centre. |
| Some pavements can be dangerous (potentially) i.e. raised paving slabs/blocks - inevitable, but a regular review would be good. |
| Rubbish bins (on path/road side) to be emptied more often. |
| Try to keep banking in the area. |
| Police presence/outpost - crime levels soaring / No one can park a decent car on their drive these days without fear of house being robbed in middle of day or night |
| Bigger primary school / GP open outside of normal working i.e. evening and weekends |
| The only alternative is to stand still or to neglect, this is a stupidly posed question. Parking |
| Police presence - crime rate is unacceptable and getting worse |
| Banking services |
| Leisure centre/swimming pool / Village centre (including theatre facilities) / Bowling green - something for older folk |
| Bus service, leisure centre and school |
| Cycle paths and routes |
| Due to ever increasing traffic in the parish it would be nice to have off road riding for horse riders in some form. As it is now very dangerous to hack |
| A number of unlevel areas around the village pavements |
| Mains gas beyond the Saracens Pub |
| Bring back the public house and continued police presence. |
| Footpaths along Holly Lane! |
| Cycle paths - would designate footpaths on one side of the road for cyclists - the other for pedestrians. Traffic calming measures - road narrowing/chicanes rather than speed bumps. |
| Bus services e.g. to doctors. Reinstatement of bus stops and some re-routing. General maintenance. |
| More litter bins along pedestrian routes. |

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| Roads, street lighting |
| Stop fouling by dogs, parking on pavements and hedges encroaching on the footways used by school children. |
| Nice to have a swimming/sports leisure centre! |
| Better amenities and associations for teenagers. |
| Electric vehicle infrastructure. Bus services. |
| Litter bins and litter collection. Lighting on connecting alleyways/footpaths e.g. Gracebridge to Kenilworth Road/Kemps Green to Balsall Street/Kenilworth Road to Meeting House Lane etc. |
| Bus service |
| Safe cycle routes |

| Q15f - Which of the following amenities and services need improving? If you ticked 'yes' to any of the above, please indicate in the box below why you feel these amenities and services need improving? |
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| I know one footpath near Chapel Drive between Kenilworth Road and the park which tends to be overgrown |
| Balsall Common is a mobile telephone blackspot |
| UK standards are slipping and also very costly. Compare with households in Holland and France |
| Repairs are needed to many footpaths (particularly after they have been dug up for utilities and now Virgin) |
| 02 reception from our house is unsatisfactory |
| Due to increasing traffic density and consequent parking difficulties, people do/will use walking as a means of ensuring access to shops and facilities |
| Pavements are in a poor state of repair following Virgin media installation work. Mobile reception (Vodafone) very poor in Stoneton Crescent area. Faster broadband is always welcome |
| Mobile reception patchy |
| Footpaths are uneven and messy after having Virgin laying cables |
| More and more vehicles come through Balsall need good footpaths/pavements to avoid them |
| Because the mobile and broadband are not great in Balsall Common |
| The pavements were being resurfaced, but then along came Virgin media and every pavement was ripped up leaving a very poor surface which, given a frost, will break out |
| Uneven surfaces / Poor and dangerous condition of some pavements / Trimming of verges / Overhanging hedges |
| Pavements should be kept free of leaves, ban all transport from parking on roadside grass verges |
| Improved pavements for wheelchairs and pushchairs. Balsall Street east, Station Road |
| Following work by Virgin media, footpaths and roads need attention |
| Generally, the state of all the village pavements is very poor. Frequent trenches appear where pavements and the roads have been dug up. Many road surfaces have broken up, especially cul-de-sacs where the surface is missing altogether |
| Very uneven due to proliferation of installation of pipes and wires |
| For a large village within a built up region, the mobile and 4G reception is terrible |
| The roads in the Balsall common estates are atrocious Sear Hills Close has had no resurfacing since we moved in when new |
| The paths in 'The Grange' are being overtaken by grass |
| As a regular runner, I often find it difficult to maintain a good pace because of the poor state of pavements/footpaths. A good case in point is the poorly maintained Kenilworth Road footpath leading to Windmill Lane junction |
| Footpaths and pavements are cracked, suggest we need enforcement of 'no parking' on pavements. Mobile reception is poor in the village |
| Mobile reception is poor in my local area. If we are to encourage home working (and we must) then mobile and broadband need to be first class |
| Virgin fiasco |
| Many pavements are in poor condition, I personally know of people who have fallen as a result of uneven surfaces resulting in broken bones |
| Poor footpaths in Needlers End Lane / Poor surfacing in Grange Road |
| Messed up by Virgin fibre optic cables, they should make good their damage |
| Pavements very uneven in the village. Mobile reception needs improving |
| Pavements in poor state generally throughout the village |
| Cannot get a phone signal most days you are cut off if you don't have a land line and cannot ring at for help and assistance. mobile reception is important |
| Not available now, not maintained |
| Very poor mobile reception |
| Some paths overgrown |
| Encourage people to not use cars locally |
| Pathways especially |

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| To keep area well maintained and not to allow area to degenerate beyond easy repair |
| Weak currently |
| Pavements and roads ruined by Virgin media contractors and no action by Solihull MBC, mobile signal vary across Balsall Common, 4G limited |
| Pavements are uneven in places / Mobile reception is very poor / Broadband is very slow |
| Pavements/footpaths are often significantly reduced in width by boundary hedging which has not been cut. Pavements are often seriously reduced in width by cars parking on pavements. One perfect example of both can be found by post box on Kemps Green Road |
| Mobile reception is poor in our part of Needlers End Lane, broadband is very variable |
| Pavements not finished and works associated with Virgin media / Mobile coverage is poor with no indoor reception for O2 |
| Contain paths around CV7 7PR have never had a top coat of tarmac - laid in 1977! Dangerous underfoot |
| Safety walking around Balsall Common / Poor mobile phone reception in certain areas |
| Footpaths - pavements are a disgrace |
| Pavements - uneven in places and shared access with cycle route where possible / Broadband - extremely slow not sure if due to volume of users or old infrastructure |
| A lot of pavements are uneven and need relaying to improve previous infill work |
| Mobile reception is patchy throughout Balsall Common |
| Footpaths are hazardous for disabled and elderly residents |
| Poor quality reception. More people using specific masts weaken signal for others |
| Condition of pavements following work by other services. All mobile reception from all providers |
| Footpaths are cracked and uneven. Mobile reception is rather poor in certain areas |
| The area needs a real tidy up. Does not look attractive |
| Virgin media have left most of the pavements in Balsall Common looking messy and uneven |
| No mobile reception on some networks e.g. Vodafone |
| Mobile reception sometimes poor but that is the providers responsibility |
| Pavements are often blocked because of illegal parking - also illegal parking or grass verges - parish should stop persistent offenders |
| The recent sell out to Virgin has destroyed the pavements throughout the village especially on the Kemps Green estate. Very poor aesthetic and safety - is this going to be rectified |
| Footpaths recently vandalised by Virgin. They were not great before but visually now all look a real mess |
| Mobile reception is poor regardless of network. Broadband service is poor. The above makes working from home difficult which is what none of us are doing |
| For disabled people and old folk, not enough crossing provided. Also not enough warnings put on the roads to warn drivers - they are on the phones most of the time and are not looking at the road |
| Because I am in a dip and my WIFI and mobile cut off, I like walking and pavements and footpaths need replacing in places |
| Pavements around the school need widening. Vodafone reception is non-existent in the village. We only have BT broadband so they have a monopoly and can hike prices up |
| Grass is narrowing width of paths and some uneven where cables buried / Often have no signal / Often very slow |
| Footpaths are the worst I have seen after fifty years of living in the village, they have been made worse by Virgin recently and other utilities. They should be made to reinstate completely and not just patch up. Dangerous to walk or near roads |
| Footpaths overgrown with weeds as are gutters - pavements are 'patched up' from service providers currently regularly digging them up |
| With all the phone and broadband services most of the pavements are awful and uneven |
| Footpaths are well used. Maintenance is not bad but pavements need further work after Virgin work |
| Pavements - lighting at Kelsey Lane |
| Some pavements are inaccessible due to plant overgrowth, tree roots making pavements uneven |
| Virgin have made a mess of all the pavements |
| No mobile reception for some, service providers broadband very slow |

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| Pavements - now in terrible/dangerous state due to recent Virgin installation. Footpaths - often overgrown, need better signposting. Mobile - blackspots within BC |
| Mobile is extremely poor even with major providers like Vodafone |
| New primary school (bursting at seams maybe 5-7 yr. old) |
| Pavements have all had cables laid recently and have just been mended piecemeal |
| The footpaths are in an appalling state and mobile reception is almost non existent |
| Some parts have no pavements e.g. Lavender Hall Lane, have to go into park for safety. Not nice in dark. More cleaning of pavements leaves and fruits dropping make it slippery |
| Pavements (and other things like road signage) have been neglected for some years now because of cut backs to local authority funding. Their maintenance is now urgent |
| To keep up to date with the new digital world |
| Pavements at present can trip people up |
| Path near house frequently overgrown and poorly lit. Mobile and broadband signal patchy |
| Need to encourage people away from car use - providing cycle and walking paths |
| Outlying parts of the parish have no access to fibre broadband and speeds are below specification for superfast |
| Poor maintenance of footpaths and pavements is becoming dangerous to residents especially the elderly |
| Lots of pavements have weeds. Every so often a chap flies by on a quad bike spraying weed killer in a hap hazard fashion. When the road sweeper comes down our cul-de-sac he never leaves the cab leaving all the debris in the corners |
| Surfaces unsafe and not wide enough in places |
| Footpaths, pavements poorly maintained, mobile reception poor and broadband |
| Very slow / poor reception |
| Pavements have been destroyed by Virgin excavation and have left many trip hazards. Hedges and trees need drastic cutting back |
| Signal is weak |
| Mobile reception not great, broadband keeps dropping out even though paying for best available |
| To maintain safety for pedestrians |
| Vodafone very poor here |
| Paths are a disgrace after Virgin have dug them up and done a quick fix |
| Mobile reception is very poor in Station Road and Balsall Street East |
| Footpaths/pavements left in very poor condition after Virgin cable laying (our own drive very badly repaired). Lots of elderly people feel lack of confidence walking due to poor paving etc |
| Lavender Hall Lane needs a footpath along the side of the park. Due to minimal lighting and no footpath it makes it very dangerous to walk through when it is dark - especially in the winter |
| Footpaths close to the village are heavily used by dog walkers and can be very muddy |
| Poor Vodafone reception throughout village |
| Footpaths and roads have been ruined by Virgin and are dangerous to walk on now |
| Broadband speed is useless. Maybe better when Virgin is up and running. Mobile reception is only ok on EE |
| Pavements particularly outside Heart of England school are not good - buggy pushing is hard work |
| Pavements have been disfigured by Virgin virtually no mobile reception for Vodafone |
| The pavements have been wrecked recently by the input of new cabling |
| Broadband and especially mobile is erratic and hopeless at times |
| Broadband is very slow in the Whitnash Road area mobile the only provided I'm able to use is EE and then only upstairs |
| Patchy mobile reception in Needlers End Lane and possibly other areas |
| Most pavements need re-surfacing after Virgin have ruined them throughout the village |
| Repairs needed after Virgin contractors |
| Safety of pedestrians |
| More transmitter masts! Mobile reception is disgusting. I have to go out into the open air to get a signal |

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| With an elderly population it is important to provide a good surface for people to walk on |
| They have long been neglected |
| Pavements have been damaged by the work recently undertaken by Virgin. Broadband services can be very variable |
| The paths are not good for us older people who use mobility scooters |
| Footpaths and pavements generally are in poor state. Some are potentially hazardous, particularly for the elderly and infirm. The pavements in Station Road outside the shopping area are a case in point |
| Some of the footpaths in the parish are only just acceptable due to overgrown hedges etc |
| Broadband speed, maintenance of footpaths and parks |
| Very poor footpath maintenance |
| Poor mobile reception on some networks e.g. Vodafone, utility companies digging up pavements |
| Mobile reception is very poor, calls constantly drop due to poor coverage |
| Vodafone signal very poor |
| Pathways are uneven and dangerous |
| Broadband by Virgin has wrecked the pavements |
| Currently poor pavement surfaces (near shops etc) |
| Many paths are cracked and split by tree roots and wear and tear. Overgrown hedges and trees block passageways. Virgin have created patchwork of paths and roads |
| Pavements particularly in village centre are poorly maintained. Better maintenance of footpaths throughout countryside. Wholesale improvement after the Virgin cable installation across the village. |
| Footpaths have been dug up continuously. Why doesn't everyone talk so they get dug up once not 3 times in 6 months. |
| We live in Wotton Green Lane and have done for 30 years in which time our pavements have never been maintained. Several elderly and infirm residents now who find this untenable and constant requests to SMBC have been ignored - this is an ongoing battle. Mobile reception very bad, unable to use mobile phone in home. Broadband quite slow - South Korea have much better internet speeds - that says something. |
| Get fibre optic internet |
| Poor reception |
| Pavements have been damaged by recent work by Virgin Media and, prior to that, Severn Trent Water. Mobile reception is dreadful. |
| Surface of footpaths are very uneven, making walking a challenge for elderly or anyone with mobility difficulties. Clive Road and Malvern and along Kenilworth Road service road are bad. |
| Pavements are in an appalling state, particularly after Virgin Media have dug them all up. Not safe and visually unsightly. Footpaths become very overgrown in Spring/Summer |
| Mobile reception is unacceptably weak. Virgin broadband is not available everywhere. It takes more than one month to activate a landline! |
| At present there are no youth club or army cadet forces group set up in the village delivered by Solihull council. |
| There are a number of people who walk around the village so need good footpaths. Mobile and Broadband connections need to continually be enhanced. |
| Encourage more people to walk |
| Lower lying roads in area require better mobile phone reception, |
| Broadband on Meer End Road is very poor |
| Reception in my house is poor |
| The shops we have at present are rather limiting. A wider choice of shops especially supermarkets would be good. Also, maybe a Laura Ashley somewhere. |
| Difficulty in working from home with current network and broadband speeds. Some networks do not work at all in the village centre, which also feels like a safety issue with two teenage girls that cannot call home! |
| With increasing road traffic, maintaining footpaths and pavements is very important, particularly for safety. |
| Broadband is hopeless. GP could not print out prescription for goodness sake. Mobile reception of just one bar. This will deter business development. Likely to deteriorate even further with more residential development. Footpath over fields to the rear of Gallagher estate regularly ploughed over by the |

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| farmer. |
| the old tarmac pavements need more frequent attention. |
| Had to change service provider when moved to area for mobile as no reception on most providers. Work from home a lot so would be good to have better broadband, mobile reception to improve this for current and future utilisation. |
| Poor quality |
| Very poor mobile reception near Saracens Head, Balsall Street. Broadband is ok for simple tasks but not film downloading. |
| The pavements are in a terrible state, having been dug up so many times in the last few years, uneven drain covers, uneven tarmac a real hazard when walking without tripping over. The amount of hedges, bushes etc that over hang from people gardens across the pavements make it a nightmare when walking, makes some pavements only about a third of the width they should be. |
| The telephone/mobile reception is very poor where I live as is the land line service. |
| Broadband mobile - to improve opportunities for business's to consider setting up in locality |
| Pavements have been left in a very poor state after Virgin Media have been digging them up (as have the roads). Mobile reception can be a bit patchy. Footpaths can get overgrown if not regularly maintained. |
| clearance of leaves and general debris |
| See above |
| My road receives a sweep once in a while - it does not really sweep it! The council do not come to deal with the shrubs (it's a cul-de-sac) I have to approach the council who deny any responsibility!! |
| General maintenance may be improved |
| Probably lack of finance to maintain paths/roads, resulting in pot holes and uneven path surfaces. |
| Gates rather than stiles |
| Many pavements look like patchwork following repeated work by a variety of agencies/businesses (i.e. Virgin) |
| Footpath overgrown and covered with dog mess. Pavements uneven. Mobile reception poor and patchy with big holes in parish |
| Footpaths and pavements have been ruined by Virgin Media. Broadband is poor in numerous parts of the village. |
| Virgin destroyed all paths they have cut into, huge mess! Should be made to resurface all paths. Clear paths encourage walking. Broadband unreliable. Phone signal poor. |
| A bus service which encompasses Berkswell as well as Balsall to cover the doctors' surgery in particular and enable Berkswell residents to come and shop in Balsall. Should be at least an hourly service, Monday to Saturday. |
| Recent work by Virgin left paths messy. Some footpaths very narrow and on steep camber - difficult to negotiate with pram or wheelchair. |
| Virgin cable company have ruined pavements in Balsall Common leaving a "scarred village". Roads have been dug up and depressed lines over the tarmac. It's a total disgrace. |
| Mobile reception is awful - but improves dramatically a short distance up the road in both Solihull and Coventry directions. |
| We have a weak phone signal. No cable connected yet. |
| Recent work by "Virgin" on mega fibre etc has ruined many of our pavements. |
| Footpaths and pavements are often overgrown. Mobile reception (Vodafone) is very hit and miss and inconsistent. Considering our proximity to strong 4G signal in Coventry and Birmingham, Balsall Common is lagging behind. This seems in contrast to Kenilworth (4G). |
| Parking provisions instead of parking in Balsall Common which is dangerous. |
| Virgin have now wrecked pavements and roads. They should be made to make repairs. |
| Mobile reception is inconsistent depending on provider. |
| Local pavements in a poor state following the recent work undertaken by Virgin. For today's infants and school children and to enhance local up and coming business, high speed broadband and mobile service will be essential. |
| Very patchy mobile signal |
| Too many pot holes on the roads. The bus service doesn't run late enough. |
| Try negotiating the footpaths such as Needlers End Lane with a pram/buggy or disability scooter. A lot |

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| of people walk or ride in the road as the pavements are so bad. |
| Utility companies have dug up pavements and not tarmacked very well. |
| Pavement ruined by Virgin - in many cases after they had just been repaired. Need to be wheelchair useful. My mobile reception is rubbish. |
| Mobile reception is poor |
| Virgin have decimated most footpaths in Balsall Common |
| All above need improving in this modern age of technology |
| Footpaths (e.g. The Grange, Station Road) have been in poor state of repair for several years. Poor mobile signal in many areas of Parish. |
| Roadworks through pavements tend to erode quickly. Flooding occurs around footpaths e.g. The Grange. Makes it difficult for walkers and disability scooters. |
| 3-4 because these services are often unpredictable and fail to cope with demand. 1-2 seems pretty obvious e.g. take a walk up Station Road after heavy rain and during the rush hours! |
| Broadband is too slow in the village. Mobile reception is patchy in places. |
| At the time of writing, Virgin Media have not finished Balsall Common and can give no info on when it will be finished. My EE reception is very poor. |
| Footpaths are a disgrace following recent Virgin works and other utility works. Pavements ditto - Severn Trent "repairs" up Needlers End Lane are sinking dangerously for cyclists and motorists. EE phone reception is appalling. BT Broadband do not achieve published speeds and demand £129 to check it out to be agreed in advance. |
| Public footpaths between properties very overgrown, weedy, pot holes. Footpaths left in poor condition following "Virgin" work. Mobile reception generally poor - limited choice of provider for good reception. |
| Condition of footpaths and pavement in certain areas very poor |
| Mobile reception at times awful, maybe a few more masts. Broadband needs more junction boxes. |
| Mobile reception is poor |
| Can't have more local businesses without excellent mobile reception and broadband. The footpath and pavements in the village are becoming more for residents to park their cars on, not for the use of pedestrians. This needs addressing. |
| Where broadband works have been done, does look unsightly. |
| General maintenance of footpaths is poor, in particular the public right of way alongside the cricket ground, tennis courts connecting Kenilworth Road and Meeting House Lane |
| Around the shopping area the footpaths are dangerous for the elderly |
| Since Virgin put in fibre optic, the pavements have been left in a very poor state. |
| General upkeep |
| Pavements have been excavated by several utility companies and now look like patchwork quilts! Footpaths to have better signage and not to be re-routed by landowners for their own convenience. |
| Maintenance poor to footpaths |
| Vodafone reception poor. Need cable provision. |
| I have a mobility problem and find some of the footpaths/pavements quite dangerous. |
| Pavements are in a poor state after recent works by broadband supplier! |
| Mobile reception is dreadful and affects working from home and being contactable (Vodafone). The pavement maintenance outside my house is overgrown and all weeds. |
| See above. |
| Footpaths and pavements have been dug up for so many things in the past two years or so, and now in a bad state, needing attention. |
| Other than facilities at Heart of England school, there is little for teenagers in the parish. |
| Service can be poor! |
| Pavement look terrible after the Virgin Media cable installation. Curb appeal of houses has decreased. |
| Meeting House Lane = danger |
| It is very poor and in some areas, keeps going to no reception. |
| Footpaths and pavements need better maintenance |
| Mobile reception is variable. Broadband is slow. |

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| No consistent maintenance |
| Communication services are below standard versus close towns like Coventry/Birmingham/Kenilworth |
| Mobile reception in the village high street is poor |
| Cutting back hedges over hanging footpath |
| Footpaths need looking at due to Virgin installation in village. |
| Mobile phone reception is dreadful. Broadband speed is slow (TalkTalk) despite the mess made by Virgin. As a keen runner, the pavements are dreadful. |
| People in the village are getting older and walking paths are used more. For mobile and broadband they need keeping up with new technology. |
| The renovation of pavements and roads post broadband cabling is to a poor standard as are grass verges. |
| 1. So it's not very bumpy. 2. So we don't have to walk on road. 3. Because it's currently not good. 4. It could be better |
| Pavements continually been dug up for variety of reasons, causing trip hazards |
| Phone reception in this area is terrible. |
| A lot of residential hedges encroach onto footpaths, not allowing much room for wheelchairs or buggies. |
| Keeping footpaths clean and tidy at all times |
| poor broadband (slow) |
| Many footpaths overgrown with vegetation. Mobile/broadband - I cannot get a signal at all to my mobile and not even 3G either. |
| Speed. Often goes off in windy/bad weather. |
| Improvements are required for those who need a scooter to get around. |
| Footpaths are shocking and inhibit both mobility scooters and prams - discourages their use and encourages more car trips. Mobile broadband inhibits businesses from this area. Footpaths are needed along Holly Lane and Table Oak as these roads are now very dangerous for walkers, joggers, disabled scooters to use post box and getting to shops under own steam. |
| Because they do! |
| Broadband - only certain companies operate in certain areas. Mobile reception - terrible on nearly all networks - if village keeps expanding, it will need improving. Pavements - around the village they aren't too bad but outside of that they need fixing due to crumbling tarmac. Footpaths - overgrown, animal faeces left, unmaintained. |
| WIFI not good enough |
| No mobile reception in Balsall Common. Footpaths need better care, as do pavements. |
| Many of the rural footpaths are overgrown and unusable. The mobile reception is very poor in this area. |
| I have to stand outside my house to get mobile reception and broadband isn't stable. |
| Dangerous when covered in leaves. Impossible to push a wheelchair - high curbs, bumpy uneven surface. |
| So many of the footpaths are dangerous to people with walking problems. |
| Some footpaths are overgrown. A lot of pavements are uneven and unsafe for older residents. |
| To encourage more people to get out and about on foot instead of in a vehicle. To allow low mobility residents and pram pushers to more easily be mobile. |
| As above. |
| Limited choice of broadband provider. No optic fibre. |
| Virgin has trashed the whole village pathways, make them do it properly. The park facilities in Lavender Hall are poor compared to Kenilworth/Warwick etc. |
| Meeting House Lane is notorious blackspot. For poor tv reception |
| Footpaths and pavements are in a poor state and recent work on fibre broadband cabling has made things worse (tarmac is already sinking and crumbling). Mobile reception is at best patchy and very poor in Meeting House Lane. Broadband speeds are very slow. |
| Footpaths at this time of year are covered in leaves, if not cleared it makes footpaths very slippery, especially near to the health centre. |
| I've tried several mobile operators and the reception is poor in most parts of the village |

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| The pavements are uneven, Trip hazards. |
| Mobile reception is increasingly required, but currently bad. |
| Windmill Lane, Kelsey Lane area, phone signal not good |
| Maintenance of footpaths and pavements necessary for public safety. Improvement in communication services. |
| Very dangerous for parking in the village as it is at the moment |
| Many of my friends and I have tripped and fallen on uneven pavements. And - more important - every pavement in Balsall Common has had a trench dug in it and roughly repaired by Virgin. It's awful. |
| Improving footpaths and pavement means less accidents and better access for older people who may not be confident walking out. |
| Poor conditions even in village centre, footpaths for walking across fields are poorly maintained. |
| The footpaths are not maintained as well as they need to be i.e. the verges |
| Mobile service in the location of Meeting House Lane is particularly poor (below 3G). Paths are uneven and suffering from years of utility works. |
| Phone and internet reception very poor and slow. |
| Footpaths are continually being dug up leading to poor surfaces. Too many people think pavements are for car parking. This needs to be addressed to minimise damage to pavements. |
| Current pavements damaged by newly installed cabling work and other infrastructure. Poor mobile reception in this area |
| To improve public safety, community satisfaction and business opportunity |
| Pavements have been dug up and filled in countless times - dangerous for the elderly. Slow to repair pavements. Very poor mobile reception in the area. In this technological age we should be doing much better, same with broadband |
| Our footpaths should be used as footpaths not for car parking |
| To keep footpaths and pavements free of leaves etc |
| Mobile reception is virtually non-existent in our location |
| Pavements have been left in a dreadful state by Virgin |
| Footpaths need maintaining to clear overhanging trees and shrubs. Better lighting on road cut throughs. Improved mobile reception needed so we are able to have more choice of provider |
| The pavements and roads need repairing after the mess made of them by the Virgin Media contractors |
| Health and safety perspective |
| Some pavements need resurfacing, mobile reception too many blank spaces |
| Poor reception and broadband speeds |
| Should come under care and safety in the community - some elderly adults are fearful of going out in the evenings. In my young days everyone could go out until very late, and considered they were safe |
| People without cars and students are the main users of the footpaths. Many footpaths are overgrown with bushes and overhead branches and some never get properly cleaned under foot |
| Mobile reception OK but not the best - 4G throughout the village, some paths do not have hedges cut back often enough |
| Recent cabling excavation and resurfacing, very unsatisfactory loads of mess |
| I find most pavements very uneven and for people/elderly etc with joint disorders and wheelchairs/pushchairs users very awkward which often causes me to walk in road because of pain. Mobile and broadband reception in area is poor and I often miss calls because of it |
| Some pavements in the village have been 'dug up' several times and can be very uneven |
| More disabled and elderly require level pavements whether on foot or using mobility scooters etc |
| The reception is not the same from every service provider |
| The footpaths particularly the ones not adjacent to roads are inadequate for the size of the village and are often badly surfaced. Better footpaths might encourage less car usage. / If small businesses are to thrive and home-working to be encouraged we need super-fast broadband |
| More houses in the area affects broadband |
| Pavements are very uneven in many places and unmaintained hedges and trees are restricting pavement width (Alder Lane) Mobile reception here is poor. Broadband is slow unless one has fibre optics |

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| 02 mobile reception not good. Does not give us full access to all mobile deals |
| Pavements are uneven, forming puddles when it rains. Only EE mobile signal works in our location |
| Footpath signage not great / Pavements can be quite narrow / Mobile signal in the grange is awful / Broadband is ok but could be better |
| Broadband is so poor it could prevent businesses from remaining let alone coming to the village and could also reduce house prices. I have been advised that only BT have plans for an upgrade and they are struggling with it and unlikely to improve in near future, current speed is 2MB which does nothing |
| Particularly footpaths and bridleways with busier and busier roads these amenities are essential |
| Mobile reception and 4G signal is terrible for a highly populated area, this is unacceptable |
| Because they are in poor condition |
| Hedges at property boundaries are too often allowed to restrict pavement width |
| There are a number of areas where footpaths and pavements can be troublesome for people using wheelchairs / mobility scooters and push chairs. One big thing if there is too much parking on footpath leading to impeded access for footpaths |
| Pavements on some roads are in poor condition |
| Improve pavements - keep on top of repairs. Chase Virgin to right any damage they have caused / Mobile reception - we needed a 'booster' box to get reception - these should be free |
| Pavements difficult because of being dug up mud tipped at times by service companies and not laid back properly, hard for wheelchair and pram users |
| Balsall Street East footpath in past has been poor, very uneven and rough. Also, can be overgrown with weeds etc. Finally it is wide enough for a cycle path as main road is busy etc |
| I can't use my mobile phone in the village due to poor signal |
| Pavements need resurfacing after the Virgin broadband - they are in a terrible state |
| Insufficient at present |
| Messy and dangerous footpaths |
| Footpaths are poorly maintained and especially since Virgin have made a mess of them / Mobile reception is poor in the vicinity / Broadband can be hit and miss |
| Mobile reception and broadband continue to deteriorate. Intermittent reception, particularly broadband, now happens on a daily basis |
| Recent work by Virgin Media has damaged pavements across the village. It needs repairing |
| Very poor erratic mobile reception in our area. Many footpaths becoming overgrown |
| Mobile reception and broadband coverage are hap hazard in some areas of the village. Ensure proper maintenance of boundary hedges to give unobstructed access to full width of footpath |
| To stretch the activities of overweight screen bound youngsters who are soon going to need more NHS assistance |
| Quite a few pavements have uneven slabs easy to trip over. Some pavements quite narrow for wheelchairs/pushchairs i.e. Station Road from station to shops |
| Very slow broadband when children home from school. No mobile phone signal downstairs in my house |
| Too many youths around, especially the drinks store. I think the police should show a presence and drive them off |
| Mobile phone reception can be dreadful at times - not specifically in village centre, but in pockets / Pavements seem to have been dug up so many times by utility firms, now uneven |
| Good mobile reception does not cover all of the village |
| Some pavements too narrow and uneven |
| Mobile phone coverage is terrible |
| Mobile reception is poor in some areas |
| Maintenance of footways has been ignored locally. Some mobile telephone providers have very poor signals |
| Existing not good enough? |
| Mobile reception is very patchy and is a key part of way we live our lives and do business now |
| Health for safety reasons / Heavy lorries travelling at 30mph plus can be six inches away from people using the footpath |
| Footpaths, Virgin have wrecked footpaths |

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| I think pavements have been damaged by all the digging up done for internet purposed |
| Mobile reception is very poor and none in some areas of the village |
| Some of the pavements and footpaths are quite dangerous to walk on |
| Better footpaths and pavement maintenance to avoid tripping and falls |
| Balsall Street East pavement - complete patchwork/ Mobile reception very poor. Broadband inconsistent/unreliable |
| The centre of the village looks tatty. Block paving at entrance to library car park needs redoing, existing paving needs cleaning. Virgin Media need to come back and repair pavements and road crossings - very poor workmanship |
| Pavements on Needlers End Lane slope towards road which is dangerous with a pram |
| Little or no 4G coverage, lots of work from home here |
| Poor mobile signal indoors, Virgin Media ruined the footpaths |
| The pavements are dreadful if you have a wheelchair/scooter or pushchair |
| Faster broadband via fibre facility |
| If you ever walk on the pavements you would know why! Modern technology has yet to find a way of relaying tarmac, just ask Virgin they know |
| The footpaths are neglected. The pavements have been destroyed by the cabling, disgrace |
| Poor mobile reception. Bushes encroaching on paths, width of pavements |
| Tree roots on footpaths |
| Pavements in the village centre need upgrading after being dug up by services. Virgin Media have wrecked pavements all around the village |
| Footpaths are a disgrace, particularly since they have been torn up all over village for broadband cables / The footpath where I live have been patched now for over 40 years |
| Bad mobile reception |
| Too much traffic to not have pavements. Poor visibility due to tree along road |
| Footpaths have suffered following Virgin debacle |
| Footpaths at Meer End non existent |
| Prams on the pavements was a challenge. Our house is in a signal blackspot |
| To encourage more people to walk around the village rather than using a car for journeys of less than a mile |
| Pavements are in poor condition with pot holes and Virgin broadband has made a right mess of the pavements |
| Because I can't use a mobile phone in the bungalow |
| Pavement suffered from cable laying and other utility work |
| Unlevel pavement in village centre, very poor 02 phone |
| Footpaths and pavements are in some areas overgrown and not maintained. The gutters also need regular cleaning maintenance |
| Because the elderly and the infirm often are unable to drive and rely on a safe walking environment and surface, well lit. Lighting is often obscured by hedges which need cutting back and pavements can have uneven surfaces which are often in winter very slippy |
| Too many mobile blackspots and why does meeting house lane not have pavements? |
| Cycle tracks / Smarter pavements |
| Footpath non-existent down Meeting House Lane |
| Parking dangerous at shops |
| Improved broadband would help businesses |
| Some footpaths in poor state of repair / Mobile reception / Broadband ever important |
| Because Virgin had just been round and dug up and all of the pavements - no one wants Virgin broadband |
| Poor mobile phone and internet connection |
| Re-instate footpaths after gas, water, Virgin works / Poor mobile reception in Needlers End Lane valley |
| They are not very good |

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| Gaps in mobile and broadband coverage around the village |
| Footpaths destroyed throughout the village by Virgin Media. 02 mobile reception within the village is rubbish |
| Footpaths are uneven and difficult for disabled people. Mobile reception is poor and non-existent in some parts of the village. Faster broadband is needed for business and homes |
| Broadband seems slow via all providers |
| Safety regarding pavements / Mobile and broadband enhance everyday life |
| Mobile reception cuts out likewise broadband reception so needs improvement |
| Improved maintenance of hedgerows and pavements on outer areas of the village. This will encourage improved safety and comfort for pedestrians, pushchairs and wheelchair users |
| The trains can be very crowded, especially when only 4 carriages |
| Footpath - to encourage people to walk / Pavements - better for pushchairs, wheelchairs and pedestrians. Keep hedges cut back and stop people parking on pavements / Mobile - Gave mine up because reception is so bad here / Broadband - increased population has reduced efficiency of existing broadband. Don't want pavements dug up again though |
| Mobile phone reception is appalling, broadband not much better |
| The pavements are very uneven and somebody on a mobility scooter feel unsafe |
| Poor mobile reception since the Arval building was removed, need for something in the village centre |
| Because we get pretty much zero reception on my husband's phone (Vodafone) in the village |
| Wear and tear to footpaths and hardstanding to be attended too / Mobile reception poor/intermittent in our location |
| If we are to encourage walking and cycling then we need footpaths |
| Paths in bad state of repair, village centre paths dangerous. Broadband keeps cutting out |
| Footpaths poor state of repair and in places non-existent. Mobile reception poor |
| Signal poor |
| Footpaths have been dug up so many times. Reinstatement has been very unsatisfactory i.e. Virgin |
| Footpaths often overgrown forcing you onto the road / Uneven around the village - trip hazard / Poor generally |
| Some footpaths uneven |
| Mobile reception not good in all areas. Pavements constantly dug up for various services and poorly resurfaced creating uneven surfaces |
| Footpaths/pavements very uneven around the village |
| Reception is terrible |
| Footpaths are old and hazardous in places and so need updating |
| Footpath between Lant and white horse is uneven and poorly lit. Pavement is missing on corner of Holly Lane and Balsall Street East. Mobile reception is still patchy |
| Since all the of the pavements/footpaths have been dug up, they are now very uneven and messy |
| Pavement in places become impassable after a heavy rain downpour. Grass verges encroach on tarmac, restricting the width of the footpaths. |
| Not always good |
| Footpaths and roads need re-instating after being dug up especially after Virgin dug up to route cables. |
| Many uneven pavements |
| Mobile phone signal is damaging local business |
| Village pavements uneven. Reception poor in some areas. Only Virgin cabled, other providers need to do better. |
| Speeding along Windmill Lane is shocking. They turn in the road far too fast, especially some trucks and motorbikes. Someone could get killed one day. |
| More police presence. Transport at regular and better times to give young adults and teenagers a chance to go outside the village to facilities. |
| Pavement quality and integrity is awful since Virgin Media dug them all up! Mobile reception generally poor (especially Vodafone). Home workers need communications infrastructure that is fit for purpose. |
| Particularly for elderly people and for wheelchair and buggy users. |

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| Mobile reception for THREE is really bad. Broadband speed is only average @30-35alpps |
| Poor pavement on Meeting House Lane. Green Lane - access to and from Lavender Hall Park is very hazardous. |
| Overgrown bushes covering pavement Grovesfield Road from Riddings Hill. Pavement lacking Meeting House Lane. |
| All currently poor |
| It is important to make walking/cycling attractive |
| Mobile phone and mobile internet reception is very poor in Balsall and improving this would encourage local business development. |
| Slow broadband. Mobile reception could be better. |
| Footpaths need to be level and cleaned promptly from fallen leaves and ingrowing weeds. |
| Pavements in village centre are terrible, uneven and a danger to the unsuspecting - the flooding outside the chemists is diabolical and not seen to! Also real "bug bear" the parking on pavement on Station Road/Meeting House Lane. These lazy people block the entire pavement and create a dangerous situation for pedestrians and road users. |
| Most footpaths have been dug up very badly due to Virgin fibre optic with no sign of it coming or tidying measures being taken. |
| Difficult to walk safely and easily in some parts of the village. Mobile reception mixed. |
| Virgin cable "wrecked" most pavements and footpaths |
| Above "yes" will be handled best in the before proposed village centre. |
| Cheap resurfacing of some pavements in the older estates/roads. Make safe walking for old and disabled people difficult as they soon become uneven. |
| Overgrown/flooded footpaths. Mobile black spots. Poor broadband speed in rural parts. |
| Health and safety. Encourage outdoor activity |
| Pavement leading to station opposite Brickmakers overgrown, reducing pavement size and forcing pedestrians to walk in the road. Lethal with leaf fall and rain combined as when icy. Pavements often uneven and in need of maintenance, danger of tripping/falling. Meeting House Lane - overgrown holly hedges force people to walk in road. Kelsey Lane end needs a pavement unsafe when dark. Lots of children, old people, prams and pushchairs use this route to the village. |
| Footpath - walking routes overgrown, poorly signposted. Mobile reception, some places no reception at all. Broadband - poor selection available. When is Virgin arriving? |
| Walkways/pavements need up keeping for elderly. Mobile reception is poor here. |
| At present, crossing major roads is highly dangerous. Especially around shopping area. |
| Poor broadband speeds, poor signal, cracked pavements - private roads need to be forced to. |
| Footpath along Kenilworth Road going towards Kenilworth by nursery home is unkempt. Mobile and broadband isn't very good (especially around perimeter of village houses) |
| Generally, in very bad condition. All footpaths have been dug up for Broadband fibre optics and are now in a very bad condition/dangerous. |
| Footpath and pavement maintenance is poor. Mobile reception is at times poor in the village centre. Broadband buffering is frequently encountered even on high speed services. |
| Station Road to Berkswell Station. Reclaim footpath to widen - only single file at present. Cut back overhanging trees. |
| To prevent on pavement parking |
| Some pavements are dangerous - potholes etc. Poor mobile reception/broadband inhibits. |
| Need pavements down Windmill Lane to walk down. |
| New Tesco building blocks 4G signal |
| Broadband needs speeding up - in South Korea they can download HD quality film in a couple of minutes. Mobile reception in Grange estate poor. Many pavements uneven. |
| Footpaths poorly kept after cable inserts. Mobile reception not good on village perimeter. |
| Trip hazards on pavements. Mobile reception still poor in some areas. |
| Pavements by shops are atrocious, very uneven and dangerous to elderly also floods when it rains. |
| To maintain safe access and movement |
| Overgrown vegetation on footpaths e.g. corner of Station Road near GP surgery. Waterlogged footpaths. Adverse cambers on pavements near Brickmakers Arms. |

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| Mobile reception can be poor. |
| Footpaths and pavements currently in poor or non-existent condition. Mobile and broadband reception and speed need improvement. |
| Pavements in poor repair and often parked on. |
| Mobile and broadband are needed for anyone running a business here. |
| Because they vary in quality at present, depends on the area. |
| Ensure peoples/residents safety |
| Footpaths/pavements have recently been decimated by Virgin Media and left in a poor state. Perhaps not the fault of VM in the poor state of footpath in vicinity of old NatWest building. Mobile reception generally poor throughout Balsall Common. |
| Mobile coverage is patchy. Broadband improving. |
| Virgin Media have damaged all pavements and not replaced surfaces. Hedges not cut back and block pavement access. |
| Pavements uneven - especially after Virgin cable installation. Trees and vegetation encroaching, reducing pavement width. Broadband patchy. |
| Some mobile services are poor. Broadband is slow and requires improvements. Pavements, footpaths require maintenance to keep residents safe when walking, especially at night. |
| Some footpaths overgrown. Mobile reception poor in central areas |
| Footpaths need to be kept trimmed. Pavements are a disgrace where blocks were laid and lifted in village centre, it is very uneven and a trip hazard. |
| Our lane is dangerous, as is crossing Station Road. |
| Footpaths often blocked with shrubs/hedges so children have to walk in road to go round. Requests to council to cut back are ignored - enforcement of highways access needs improving. At BCP school mobile reception is non-existent - if there is an emergency/lost child etc this is a big problem. |
| Uneven pavements in Meeting House Lane |
| Several are not even and too bumpy |
| All above services very poor! |
| More mobile masts. |
| Mobile reception is terrible - I have better reception when living in Africa. Since moving to the area my broadband is like returning to 1997, when I had to dial up a connection - very slow. |
| Threat of HS2 on footpaths. Stricter rules on farmers (cows!) Mobile and broadband clearly important! |
| The pavements in the village are badly maintained and the elderly are regularly tripping on loose cracked and chipped paving stones. |
| Some footpaths and pavements are quite uneven. |
| Mobile reception is very poor and patchy. Some footpaths are overgrown - hedging needs trimming. |
| Poor mobile reception |
| Far too much parking cars fully on pavements, so that pedestrians can't get past. This is dangerous. Mobile reception is virtually non-existent. We should encourage children and adults to walk. Footpath maintenance could improve this. If continued building takes place, then broadband will suffer. Reduce building rather than increase broadband. |
| We need a footpath on Windmill Lane, as this road is being used as a short cut to get through Balsall Common from Kenilworth and Honiley. The 40 mile an hour speed limit is very rarely kept to! |
| Mobile: the signal disappears in parts of the village. In 21st century this shouldn't happen. Broadband: More and more people rely on high speed broadband. A better speed would be most beneficial. |
| The pavements in the centre of the village are badly in need of re-laying, they are dangerous. |
| Many roads e.g. Meeting House Lane is popular with walkers and you don't have a choice but to walk in the road. Pavements are needed for safety. Gypsy Lane, only 1 side of road has pavements and many pavements just end on corner of roads (very dangerous). |
| Pavement in Oxhayes Close is mossy and slippery. Leaves not cleared by council. |
| Stop cars parking on pavements as it is necessary to walk in the road e.g. Station Road from station to shops. |
| Too many leaves on them. Next to no reception on mobiles. |
| Stable and available communication assist both the private and business sectors. Footpaths are a necessary "relief" to the hustle and bustle, maintained by volunteers with access to equipment. |

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| Balsall Common is neglected compared to other parts of the borough. |
| No footpath for 50% of Meeting House Lane. Pavement outside NHS chemist floods after rain and is frequently dirty. Mobile reception intermittent (BT mobile) |
| Overhanging vegetation makes paths and pavements inconvenient to use and encourages unnecessary car use. Increasing traffic on Holly Lane means safety is reduced and a footway as far as the allotments at least is desirable. |
| Phone signal very poor. Broadband constantly drops out. Cars park on pavements restricting pedestrian flow. Not unusual to see mobility scooters using the road. |
| Because they are not adequate. |
| Improved broadband will encourage local start-ups and also encourage working from home and thus reduce travel and carbon footprint. |
| There is a need for footpaths/pavements all the way down Meeting House Lane and/or significant traffic calming on this road and Station Road. The speed and acceleration of traffic on a road where people and animals are walking/running in the road is highly dangerous. |
| Poor reception broadband and mobile |
| Pavements all around the village are shocking, uneven, not repaired after services have been installed. Mobile reception o2 and EE very poor. Need more 4G. |
| Oldwich Lane East footpaths are awful. Broadband speeds need to be faster. |
| Virgin Media has messed up many of the pavements in the village this year laying cables and not really tidying up after themselves |
| Broadband 'dips' / Footpaths seem to be dug up too often |
| Mobile reception is poor on all major networks. TWS makes it difficult for small businesses and tradespeople |
| Some footpaths become overgrown in summer, impossibly muddy in winter. Broadband can be slow in peak times. Mobile reception has always been patching |
| Stiles not safe on some footpaths. Where pavements have been dug up for all sorts of reasons, the replaced surfacing can be very roughly done |
| Walking facilities generally some damage caused by vehicles parked on pavements / Broadband to help home workers and new businesses |
| Footpaths/pavements are in a dreadful state due to being continually dug up. They are rarely returned to a good condition and are a hazard. Roads - many roads in the area have large, deep pot holes appearing all the time and need to be monitored for repair more regularly. Mobile reception and broadband - both these tend to fluctuate |
| Footpaths recently dug up by Virgin, broadband should be available at same transmission rates as Virgin for non-Virgin customers |
| The mobile reception in the village is generally quite poor |
| Footpaths are poorly maintained and need repair following Virgin installation of fibre cables |
| Footpaths decimated by Virgin |
| Many loose slabs, areas dug up many times |
| With new developments outgrowing village centre there will be a growing need for more footpaths to the village centre |
| Roads and pavements are constantly being dug up for services etc and left in a poor state. Mobile reception has never been good in village |
| Mobile reception is poor / Broadband reception is patchy / Footpaths and pavements always require maintenance |
| Mobile coverage is poor with most providers |
| Widen paths and roads where possible |
| Pavement quality is particularly bad in and around the village. Very uneven around the shops, bumpy over pavements |
| There are many trip hazards on footpaths since Virgin broadband installation |
| Mobile reception is generally poor in the grange area of Balsall Common. Broadband speeds are too slow. |
| The pavements have just been assaulted by the introduction to fibre cabling. Very necessary but they need to be made smoother. There are times when my mobile reception is very poor and the broadband has now become much slower |
| Mobile reception is sadly lacking in parts of Kenilworth Road and Station Road, broadband does not |

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| reach speed advertised |
| Mobile reception in Balsall has decreased since launch of 4G. All broadband requires faster data |
| Elderly residents trip over uneven surfaces |
| Difficult to identify some footpaths - no clear signage or overgrown |
| Can't use a mobile in Needlers End Lane - no reception |
| Mobile and broadband very poor to encourage businesses to start up locally. These need to be improved |
| Mostly following Virgins poor work |
| Poor or no mobile signal |
| Mobile reception is poor in many areas within Balsall |
| Pavements- because of health and safety issue for elderly people or the disabled or parents with pushchairs |
| The footpaths and pavements have been ruined by Virgin contractors. In many areas they are a complete disgrace, Contractors should be made to repair sunken back fill and generally improve the footpaths and pavements |
| Pavements and individuals utilise mobile and WIFI facilities. As a routine. Strong reliable capability for these services are essential |
| Since the pavements have been ripped up by Virgin they need redoing |
| Phone reception is 1 out of 5 |
| Inadequate for 21st Century re mobile reception and broadband, some footpaths not walkable. Some pavements have too many overhanging trees and bushes |
| Footpaths - overgrown, dangerous and therefore not utilised. Also poorly signed and no indication where they lead |
| Currently there is very poor mobile reception |
| Mobile reception is poor - service often unavailable while at home and around the village. Pavements are poor since recent excavation by Virgin |
| Footpaths and pavements are continually being dug up for repairs to services - BT/water/gas then Virgin have also dug up all paths around village creating uneven damaged paths |
| Maintenance - including clearing poor, old and worn or raised due to poor repair and roots erupting. |
| All pavements in village especially those between Rose Court and Sainsburys. Hedges not cut back on Lavender Hall Lane - visibility impaired |
| The footpaths and pavements around the Kemps Green Road estate are appalling - some have never been maintained in the 34 years I have lived here, injuries are frequent |
| The footpaths and pavements are very uneven and are a hazard to the elderly |
| Poor reception on most networks in most areas despite the number of masts |
| Path alongside White Horse to Lant |
| Not all footpaths are accessible overgrown etc / Some pavements have poor surface rigidity and evenness / Mobile reception very poor throughout village boundary / Broadband speeds are slow |
| Certain areas of footpaths and pavements need maintenance - certainly near shops and Station Road |
| Overgrown footpaths e.g. Wootton Green Lane towards George in the Tree, disappointing to see these neglected, a poor reflection on those responsible for their upkeep. Pavements have been left in a poor state of repair following Virgins efforts to improve our broadband. There are mobile reception blackspots that could do with improving to 21st Century standards |
| Lots of uneven surfaces caused by tree roots and utilities works which have been carried out, hedges need cutting back to allow full width of footpaths to be used |
| Broadband is slow and we seem to be a long way from the telephone exchange. Mobile reception is poor, confusing given the relatively flat landscape. Pavements are sometimes very narrow for pushchairs, scooters etc and the roads alongside are often very busy |
| Mobile reception and 4G is poor and this is necessary for people that work from home. Virgin have messed up the footpaths whilst laying the fibre broadband and the footpaths now are an eyesore throughout the village |
| Hopefully less litter would be dropped |
| Mobile networks and broadband |
| Mobile reception is very poor in Temple Balsall |

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| Footpath and pavements need to be safe when paying for mobile/broadband you expect it to work. Communication is important in 21st Century |
| Broadband is very slow and variable |
| The recent Virgin vandalism of the paths by Virgin providing broadband has left every path and pavement in disgraceful mess. The paths now need all resurfacing to restore the walkways. Grass verges need replacing after being churned up by Virgin |
| Footpaths and pavements are severe tripping hazards. Lack of independence for elderly when ring and ride was stopped - it is missed! Car parking in village is horrendous and dangerous |
| Safety when walking, enabling people to get out and walk. Allowing people to work from home with improved broadband |
| Many local footpaths have new easy access gates, then a stile or two, which prevent access by less mobile people |
| The rural east of the borough is neglected for other high profile areas of Solihull in items 1 and 2. 3 and 4 are national issues out of NDP |
| Our broadband and mobile reception are terrible. Cars parking on footpaths in estates |
| When I walk along any footpath I always carry secateurs and sometimes a saw as well. You come across many problems - brambles, willow branches, ash trees, oak boughs, cherry trees, silver birch and of course litter |
| We have endured 3 months of pavement upheaval by Virgin and there is still no way of linking to fibre optic broadband. Existing broadband is terrible and drops all the time |
| Phone reception bad in some areas. Paths in poor condition |
| Poor state of pavements, particularly after Virgin. Patchy mobile reception, more options than Virgin |
| Pavements have been ruined by Virgin digging them up |
| Poor mobile reception at the moment |
| Mobile reception in parts of Balsall Common is weak, patchy or non-existent |
| Generally untidy and uneven in places. Fast and reliable broadband is needed more and more |
| Dog rubbish bins |
| Phone reception is primitive |
| Improved broadband supports economic activity. Footpaths on clay soil get very water logged |
| Uneven surfaces left by utility services, coverage hit and miss on mobiles |
| Pavements - Virgin cable have ruined current pavements, very uneven in shopping area / Mobile - need a booster box to get EE reception in Station Road / Broadband - can be intermittent |
| Vodafone reception not good / Some of the lanes are in a terrible state and some pavements e.g. along Balsall Street |
| Service in outlying areas appalling |
| Many of pavements/footways are in poor state of repair or not reinstated correctly after excavation or damaged by inconsiderate/illegal parking. Recent broadband cable installations are confined to central roads and rural locations |
| The village is very poorly supported by public transport |
| Footpaths overgrown, potholes, rural areas not maintained. No access for disabled mobility users, local authority failing to maintain |
| Improved broadband communication is essential to attracting business and young professionals who can contribute to our community |
| For safer walking |
| Limited mobile reception in rural areas e.g. Fen End, extra footpaths/pavements where there are none for pedestrians/dog walkers/joggers |
| Pavement/footpath from Oakley estate to crossroads with table Oak Lane overgrown |
| General upkeep and maintenance |
| Safety reasons |
| Mobile reception is not always good, footpaths can be overgrown |
| People don't know where it is / Bring back children's playground there, family not club orientated |
| As more residents become elderly it is even more important for footpaths and pavements to be maintained enabling everyone to travel safely on foot |
| To support walking from home, improve the paved area of the village centre, poor appearance and |

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| unattractive |
| Some footpaths and pavements are uneven and hazardous and cause deep puddling in wet weather particularly along present shopping parade |
| Mobile reception poor / Some public footpaths overgrown |
| Uneven and patched pavements especially Kelsey Lane |
| Footpaths/pavements in poor state/ Mobile reception is poor / Broadband in some areas is non-existent or over subscribed |
| Currently very badly maintained by Solihull council |
| Some footpaths are in poor condition as are pavements / Mobile reception is poor on some networks at our house and in the area in general |
| Footpath from Kenilworth Road to the park is overgrown and narrow and dark. Needs widening and some lighting added. Not had problems with mobile reception or broadband |
| Paths have holes, pavements are uneven, old signs are tatty |
| Some footpaths (i.e. green lane) are riddled with potholes |
| Because they are not of sufficient quality |
| Poor and uneven paving / Mobile and broadband reception are poor and slow |
| Footpaths not well maintained / Pavements frequently blocked by cars / Mobile reception is poor in places |
| Uneven pavements and often broken glass and litter damage was poorly repaired after Virgin installation work |
| Pavements uneven, look untidy |
| So persons can ring for help if out walking |
| The mobile and speed of the broadband both need improving as very slow |
| Mobile and broadband reception is very poor, I can lose a mobile signal just moving to another room in the house |
| Many footpaths and pavements are uneven |
| Pavements locally have been wrecked following work by Virgin. Local mobile phone coverage not good enough for local business owners |
| Only EE has good reception across village, broadband |
| Broadband speeds can always be improved |
| Virgin have put their service boxes on footpaths (why not in verges) Meeting House Lane needs a footpath at the far end, but a bypass would stop the short cut traffic from Gambles to George in the Tree |
| Footpaths and pavements poorly lit, mostly due to poor householder maintenance of hedges - this should be a joint householder activity monitored by parish councils |
| Where Virgin has been installed - pavements need to be replaced, not a botch job! |
| The passage between the White Horse and Land Trust land is poorly lit and dangerous through lack of maintenance. Pavements are uneven and poorly maintained, some have poor or spasmodic WIFI |
| There's a number of dead spots in the area |
| Quality of pavements are poor in many locations |
| Footpaths around the back of Lavender Hall Park keep flooding. Pavements in the centre of Balsall Common near Barclays Bank need relaying |
| Need to go upstairs to get good mobile reception |
| Many footpaths now unsightly since been excavated for broadband, look at state of some roads |
| Pavements uneven and dangerous |
| Mobile reception - very poor signal strength indoors with some suppliers. Uneven pavements can be dangerous for older residents, people with disabilities and mothers with small children |
| There is poor mobile phone reception on the estate I live on |
| Footpaths are a mess after Virgin cabling and gas and water renewal |
| There is not really been anywhere to do this. Balsall Common primary school should not be demolished for housing or any other purpose |
| Mobile reception and broadband |
| These are not maintained properly |

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| Because mobile signal is poor and data capability almost non existent |
| Broadband poor in my area. Mobile phone reception not always good. |
| With Virgin having dug up half the pavements, the footpaths need attention. Station Road down by the Brickmakers is not in a good condition for people walking to the station. |
| Mobile reception is poor and in some places non-existent. Broadband speeds are low compared to other parts of the country. |
| Improve ability to work from home, reduce car use. |
| To make walking safer for old people. To keep the area up to date with IT new developments. |
| Currently mobile phone signal in the village is not very good. |
| No Vodafone mobile signal in the village. BT broadband slower than advertised max speed. |
| Mobile reception on Vodafone is dreadful. Think it might be linked to mast that was located on top of the building in the co-op car park. |
| I'm a runner, so better footpath maintenance and pavement improvement would improve the experience. |
| Vodafone signal not sufficient, unreliable. Pavements have been spoilt due to Virgin Media installation and are unsightly. |
| Currently many footpaths are in a poor state of upkeep |
| Footpath along Hallmeadow Road needs cleaning up and fencing repaired along Hallmeadow Road. Prevent parking on grass verge along Hallmeadow Road. |
| Broadband is currently slow and drops out regularly. |
| Footpaths are often overgrown. Broadband is very slow at certain times. Some of the older pavements require widening and updating. |
| Some roads are busy with no footpaths. Mobile reception is poor. |
| Broadband service is horrific. |
| Poor mobile reception |
| Mobile reception poor in speed on drive area. |
| More leaf collection - wet pavements with leaves are slippy. |
| Pavement in Meeting House Lane |
| Many footpaths are covered in dog poo. Increased maintenance to fine culprits (or their owners!) and to remove poo. Increase competition for broadband services. |
| Pavements are uneven and dangerous for elderly. Mobile reception is very poor, stops my daughter visiting for any length of time. Ditto to broadband. |
| Footpaths need hedges cut where overgrown on a more regular basis. Use footpath from Waste/Kelsey Lane to the station and Meeting House Lane. |
| Footpath and pavement maintenance are crucial for public safety. Illegal parking in the middle of the village on pavements, should be penalised. |
| A lot of green footpaths are very narrow, muddy and overgrown. |
| To encourage safety for walkers and parents with pushchairs. |
| Footpath and pavement maintenance are currently done only when absolutely necessary. Virgin Media created a mess and was allowed to do so. Cell size is already limited and creates saturation now, without more users. There is only one broadband network (other than Virgin Media cable) which is already limited. |
| Improve footpaths - more are required linking Balsall Common and Berkswell without the need to walk on road. Mobile reception can drop out. Broadband isn't fast enough, even when using the new Virgin broadband. |
| The footpaths are in a terrible all around the Balsall Common village. Some mobile reception is not reliable as is broadband. |
| Pedestrian path down Lavender Hall Lane for school access. |
| Mobile services and broadband not as good as other areas. |
| Pavements and footpaths always need good maintenance |
| Mobile reception is terrible! |
| Balsall Parish should have the fastest, most up to date reliable broadband facilities, for business and personal use. |
| All of the above need to be improving and kept up to date. People could have accidents if |

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| footpaths/pavements are not properly maintained. Broadband reception is poor at present. |
| Some footpaths are not maintained/cleared, to be accessible for less able people/children/pushchairs. Mobile reception seems to have deteriorated. |
| See first page. |
| Footpaths in Balsall Common village are uneven and pools of water collect during rain. Repairs to pavements after contract work are generally of poor standard and should be revisited for remedial work. Virgin the latest cable laying work. |
| The footpath alongside the tennis courts. Kenilworth Road/Meeting House Lane is in poor condition. |
| Footpaths etc, pavements, potholes - these are evident on inspection. Also street lighting on footpaths and at road junctions etc. |
| Total improvement of pavements |
| Improve pavements - Although Station Road in the village centre was resurfaced some time ago, the condition of the footways and parking bays in front of the shops is appalling following the development of the Tesco store and works by Severn Trent and Virgin Media. These three companies should be significantly contributing to the restoration of these pavements. Surface water drainage is also a problem in some areas. |
| Mobile reception - poor in many parts of Balsall Common. Broadband - a national problem that advertised speeds are rarely achieved. |
| Footpaths can be a bit overgrown in places. Broadband reception still patchy - not all areas have cable. |
| Umm...because they need to be made better, as in "improved". Simple things to make it safer for pedestrians, easier/faster to use phones and internet and there's far too much illegal parking (blocking pavements, SORN vehicles on roads). |
| Footpaths are not always well maintained and therefore discourage usage. Pavements have been damaged by recent Virgin work. Uneven surface in many places, protruding drain covers etc are not unusual around Balsall Common. |
| Poor mobile reception around Balsall. Highest level of broadband should be available in Balsall future proof! |
| Footpaths and pavements are in a terrible state, especially after Virgin. Mobile reception is poor, we can only get EE reception in the house. |
| Keep footpaths suitable for poor mobility. Increase communications. |
| Mobile reception in the village is poor unless you are with one particular provider. |
| Broadband quality poor. Mobile reception weak throughout area. |
| Mobile reception in Balsall Common is terrible! |
| Some footpaths are poor and overgrown. Mobile signal is very poor. |
| Due to the constant digging up of pavements by various utilities the pavements are poor, exacerbated by poor reinstatement work which will not last winter. Poor maintenance of pavements. |
| Both mobile reception and broadband speeds could be improved, in line with expectations of this 'day and age'. |
| Mobile reception is awful in the village for all networks we've tried. |
| Footpaths and pavements are dangerous in places complete with overhanging vegetation. Mobile reception away from village centre appalling. Broadband needs to be faster and free. |
| Speaking as a young woman with a hip problem who must walk instead of drive, the pavements are ridiculously wonky all over the village and I regularly have to use a stick to keep myself stable while walking over them. |
| See above. Cars park on pavements, cannot get past with pushchair. Children forced to walk very close to road due to width of pavement. Very dangerous. |
| Poor mobile reception in our part of Parish. |
| Current pavements ruined by installation of Virgin broadband service - an absolute mess |
| Reception is intermittent and poor (mobile). Other than new Virgin cable, BT Broadband infrastructure is obsolete and inadequate for those who wish to remain with that or other providers, who use these exchanges. |
| Laying of Virgin cable has left pavements an eyesore. Full top tarmac should be laid to improve appearance. |
| Slow broadband and none existent mobile reception from some providers. |

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| Far too slow in Meer End |
| In laying fibre optic cable the footpaths in areas have been left in a poor condition |
| Many uneven pavements and areas where footpaths are missing. Mobile reception often poor and broadband often slow despite being on one of fastest products available |
| The pavements have been totally ruined by the Virgin work and are an eyesore. Need to often go upstairs and put phone out of window to get reception |
| Mobile reception poor |
| Broadband connections still slow |
| With an ageing rambling population, the replacement of styles with kissing gates would be welcome, there are still some styles around. Uneven pavements and poor pavement repairs make it difficult for pushchairs, wheelchairs and less able pedestrians |
| Poor broadband, patchy mobile reception, some footpaths overgrown and neglected, the most used are good |
| We have a problem having calls from mobiles whereas calls from land lines are not a problem |
| Footpaths dug up by utility companies and then very poorly repaired leading to uneven surfaces and trip hazards |
| Footpaths uneven / Pavements uneven / Mobile reception very poor / Broadband very poor |
| All the items ticked are currently in poor condition. |
| Footpaths- not maintained well currently. Pavements - dug up too many times, leaving them fragile and uneven. Mobile reception - some areas do not have good indoor mobile signal. Improve broadband - multiple provider with better offerings. |
| Virgin installation has ruined paths/pavements throughout Balsall Common. |
| Maintain high quality look/feel for the village. |
| Inadequate maintenance |
| Pavements have become broken patchworks following works by utility companies and Virgin, now need attention. |
| Footpaths often uneven and patched up. Mobile reception very poor near Alder Lane/Gypsy Lane. |
| More service for children and teenagers might prevent low level poor behaviour. It would provide more integration in village. |
| Some of the footpaths in the village are often overgrown. Mobile reception is varied depending on your location. Hopefully now Virgin are here our broadband will improve. |
| Footpaths and pavements damaged by Virgin work. Mobile and broadband poor reception. |
| All have been neglected |
| So many paths have been dug up that they are now a patchwork of tarmac and pot holes. No mobile reception at station and bottom of Needlers End Lane. Broadband is ok but could always be improved. |
| General appearance and safety i.e. no potholes |
| There are a number of mature residents who find some pavements uneven and difficult. |
| Poor surface quality and lighting in many areas of the village |
| Mobile signal poor/unreliable as is broadband reliability. More people now working from home. |
| Very poor or no reception in certain parts of village. |
| Footpath maintenance - recent work by Virgin has created many areas of uneven surfaces which are risk to injury. Pavements - as above. Mobile reception - very poor - hanging out of 2 bedroom is high risk! Improve broadband - is adequate but needs improvement. |
| I work from home and need good mobile/broadband. |
| After Virgin Media have added all their cable boxes, the pavements look very patchy and uneven. |
| Pavements have been severely degraded by Virgin cable installation works. |
| We clearly need better cell networks/ antennae and enhanced end of network fibre broadband speeds. |
| Because farmers are doing a poor job. Because we often cannot get a signal. Because broadband reception is too slow. |
| Because they are all pretty bad or in poor condition at the present moment in time. |
| Pavements need to be more even. Footpaths often overgrown. Mobile reception is patchy at best. Broadband speeds are very poor and no idea what is happening with Virgin fibre. |
| Pavements are being dug up and then filled but after a time deteriorate. Mobile reception and |

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| broadband reception are intermittently poor. |
| I.e. Leveson Crescent. Teenagers at school parking cars haphazardly blocking bends and pavement parking. |
| I walk around the village and have fallen in the park on uneven pavements, have to walk in road because of cars and large vans parked on pavements. |
| All poor - particularly pavements |
| Mobile reception is very poor (Vodafone). Pavements for pushchair, hard to push currently. Many blind spots (Gypsy Lane and Co-op entrance). |
| Muddy grassy area opposite health centre, needs footpath to station (from overflow parking). |
| Reception and broadband speed poor in my house. |
| Mobile reception is rubbish. I work from home and have to go upstairs to make calls to be able to get a better signal! |
| Pavements are bad since Virgin Media dug them up. Freezing conditions will make them worse. No O2 signal so swapped to EE. |
| Pavements - Virgin Media have wrecked them and should be made to pay for them to be made as good as previously. They are a trip hazard and look appalling. |
| Mobile reception with Vodafone is very bad. |
| Living on the outskirts of Balsall Common, we never get footpath maintenance, same with broadband, very poor. |
| Footpaths in urban areas are overgrown. Pavements are now dangerous and unsightly after utilities and media work. Additional masts in suitable locations. |
| Mobile reception is poor. |
| At the moment, all are dreadful! |
| Better mobile reception and broadband would help local residents as well as being necessary for local businesses. |
| Mobile broadband reception is diabolical in some parts of the village. Paths not always restored to good condition after ground work. |
| Signal has always needed improvement |
| Broadband is too slow. Mobile reception is patchy. Local footpaths have merged with the verge. |
| Footpaths near where we live are overgrown with nettles and bramble. Mobile reception within Balsall Common is one of the worst I have ever lived within. |
| Footpaths look awful after recent Virgin work. |
| Broadband and mobile reception generally very poor |
| Broadband slow/very limited. |
| Many footpaths and pavements are encroached upon by neighbouring gardens and verges making them too narrow to pass people approaching in the opposite direction and forcing them into the adjacent road |
| In Gypsy Close and surrounding roads, our pavements are in an awful state |
| Pavements and drainage of pavements is appalling |
| To remove the risk of accidents to the young and elderly |
| All are currently poor. Pavements/footpaths are particularly poor following Virgin activity |
| Mobile reception is non-existent. Some roads do not have pavements on both sides |
| In this day and age mobile reception in some areas is appalling |
| Solihull Council do the bare minimum when it comes to maintaining pavements and street lighting. They can't even paint the street lamps which make the village look scruffy and unkempt, all of the paint is peeling on Kenilworth Road |
| Broadband should be upgraded from the exchange to people's houses. The recent Virgin media provision is limited and of no real value as it restricts choice |
| Mobile reception is not strong |
| Mobile signal is poor in the and require upgrading |
| Mobile service is way below par |
| Not all footpaths are available in accordance with legal requirements/infields with dangerous inhabitable animals / Mobile reception not consistent across parish |
| Safe footpaths and pavements / 4G not fully covered by all networks, poor reception areas. / Need |

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| more banking services |
| Poor mobile reception in certain areas other than EE |
| Because more and more business institutions and house holders require all of the above to improve modern living requirements |
| Virgin have dug up all the pavements and some are unsafe to walk on. They also look an eyesore |
| Where I live in Balsall Common my mobile only works if I stand at the back door |
| I tripped on uneven paving slabs outside Chinese takeaway falling and chipping teeth |
| Virgin have made a mess of the footpaths/pavements |
| Virgin made a mess of pavements during installation. Bad mobile reception cannot get a signal |
| Station Road from Balsall Street to Needlers End Lane needs footpath both sides of the road |
| Mobile reception in parts of the village is poor or non-existent |
| Footpaths - bad state of repair some overgrown |
| The pavements are not very good and they look pretty awful after Virgin work this summer |
| More benches around to sit on BBQ areas with shelters |
| No signal at home on Vodafone network |
| In dipped area so can't get competitive mobile/broadband deals as no coverage from certain companies |
| Recent Virgin fibre optic cable installation has left pavements/pathways looking shabby. Any improvements in mobile reception and broadband is always welcome |
| Mobile reception is poor, broadband drops out |
| Away from newer developments, many pavements are uneven, trip hazard and puddles / Footpaths maintained to good standard to encourage walkers |
| Footpaths and roads have been repeatedly dug up for utility works and then just patched - often badly. The village wide work by Virgin is a case in point. Pavements are now uneven, patchy, sloping, not good to walk on! As more homes are built, demand for broadband and mobile will rise - we need more bandwidth |
| Mobile on the outskirts of the village are shocking reception |
| Having fallen over recently on Kenilworth Road, I have first-hand experience of awful pavements. |
| Some footpaths are overgrown. Some pavements are uneven. Some areas have poor reception. Broadband speeds are sometimes slow. |
| No cycle paths to Kenilworth. No buses along main road to Kenilworth. No public transport to Kenilworth to get to work! |
| Mobile reception is non-existent in our house. |
| Many people run/walk/jog/ride along Holly Lane. With a significant increase in traffic due to JLR. Many speeding - 50mph, a need for a path. |
| Footpaths are treacherous when icy - especially when they are on a slope/uneven. |
| The footpaths have been dug up and need to be fully re-surfaced and not patched. The central area of the village needs to be a shared surface of high quality materials to improve the look and feel to encourage residents to meet. |
| A lot of the footpaths and pavements are in poor condition and are trip hazards - don't encourage walking. Mobile phone reception and broadband coverage is poor in many places - makes it difficult to work, access online services and promote social inclusion effectively. |
| Need service to access local facilities. Not everyone drives! Co-ordinate work on services. Quality control on repairs/new work e.g. Virgin provision of cable very poor quality finish. |
| Some footpaths are too narrow. Some (e.g. Station Road from Balsall Common centre down to Berkswell station) are encroached upon by overgrown vegetation. Mobile and broadband too weak and inconsistent. The recently installed grey cabinets (Virgin Media) in several places, been placed on footpaths, thereby restricting the width of the footpaths. |
| Poor phone signal. Following Virgin Media work, pavements are a mess. |
| Since the grassy strip that ran alongside the pavement on the Kenilworth Road was removed, it is telling how quickly the road now floods! Trees and greenery are vital for drainage. |
| The continued digging up of the pavements/footpaths has resulted in many of them not properly repaired. The mobile reception is very poor. |
| All are not now suitable |

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| Pavements - see above. Broadband drops out. |
| Mobile reception in Balsall Common, certainly on the west side of the village is dire, and definitely needs major improvement/investment. Broadband hopefully will benefit from recent Virgin Media infrastructure but they (Virgin) must adequately restore the pavements/roads. |
| Pavements - constantly dug up by contractors - water/phone etc. Mobile and broadband - investment for future. |
| Broadband provision pricey or slow. |
| Footpaths - poor maintenance causes trip hazards. Pavements - shared usage - cycling and walking to encourage community and healthier safer lifestyles. Mobile reception - still poor on some networks in the village. |
| Self-explanatory in that all the above need improving. |
| Mobile reception in many parts of the village is woeful. Need to keep the village clean and tidy. Need to encourage people to walk around the village and to the shops/village centre to avoid short car journeys. |
| Signal especially within buildings is poor. Improved broadband should encourage home working and therefore reduce traffic. |
| Roads - surface needs improving |
| Mobile and broadband unreliable. Footpaths esp. at night |
| At southern edge of village footpaths still poor - new cycle footpath very lumpy - have you tried cycling on it! |
| Footpaths destroyed by various utilities. Now just 'patchwork' that will be either damaged by frost/salt. |
| Mobile reception awful |

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| Q17d Are existing bus services adequate in terms of...? Please expand on any answers above where you have ticked 'No'. |
| I don't think there is a service to Kenilworth, I use my car |
| Bus services to Kenilworth for example |
| This may require review if we do get smaller housing and social housing. Currently the socio-economic group living in Balsall Common primarily use cars |
| To and from Meriden during day and weekends |
| Kenilworth shops should be available |
| Frequency of buses to Kenilworth |
| Routing to Kenilworth |
| Limited no. of shops - ageing population, happy to shop more frequently locally. Bus services go to Coventry and Solihull and Knowle only - not to Kenilworth, Leamington and Warwick |
| Generally poor bus service |
| Not great going south |
| Don't see many buses around except for 88 |
| A regular service to Kenilworth - every day would be useful. What would be welcome would be an orbital service bus taking in Berkswell, the railway station and medical centre, schools and the housing estates - maybe just one on an hourly frequency |
| Hourly service and no service during Sundays and evenings does not encourage people to use public transport |
| If routing, timing and frequency were improved more use would be made if buses including regular helpful service to Kenilworth and Solihull |
| Need to run later in the evening and also Sundays |
| Suggest the 900 bus from Birmingham to Coventry re-route and incorporate Balsall Common. More frequency would encourage more people to use public transport, also include Kenilworth and Warwick |
| Service bus was cancelled to Berkswell - Meriden - new system seems complicated |
| It is almost impossible to time Solihull hospital appointments with existing bus times |
| Many parts of the village are not served, frequency to Coventry insufficient |
| Although I never use the bus it is clear that people wait a long time for it to arrive, could a 'next bus due' sign be in every bus shelter |
| We are an affluent village and not many people use the bus services. However as congestion gets greater there will be a need for a more frequent service (every 20 mins in peak times) |
| Would like to see 2 buses per hour to Coventry |
| There is a need for more bus routes to places like Kenilworth and Warwick |
| Need more buses to other areas more often and times to suit more users |
| There is no bus service as such, north of the village |
| No evening service to Solihull. No buses to station. No Sunday buses at all |
| I do not use public transport but I am told that local buses are inadequate |
| Route Meriden - Balsall Common - Kenilworth - Leamington |
| Frequency could be improved, catch a bus to Coventry, and you have to sit around for over an hour before returning |
| More routes and more frequently Kenilworth, Warwick, Leamington |
| We have poor bus services. Too long routes bus to Coventry or Solihull takes too long |
| Would prefer greater frequency but obviously people have to use them to make it cost effective |
| More regular bus services to local towns i.e. Kenilworth, Leamington Spa, Warwick and to the city outskirts of Birmingham so connecting routes could be taken into the city centre |
| Bus routes / Poor frequency particularly to Solihull |
| If the policy is to reduce car use then public transport would need to greatly improve |
| Solihull routes - Saturdays |
| Need buses every half hour instead of every hour and on bank holidays also |
| I think it would be better to have a 30 minute service between 10am and 3pm |
| Not frequent enough to be a viable option, we don't use the bus, but we would like to |

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| More frequent buses |
| Bus service not used as much as possible none to frequent and timings - we need to make more options available so it will be used more |
| Routes should include places away from main roads / Earlier and later buses are needed / Should be at 20 or 30 minute frequently / Use smaller buses to achieve all of the above |
| I don't use buses |
| Not enough buses, only 1 an hour |
| As the village is getting bigger, need more frequent buses |
| We are a village of commuters. More frequent services which are also more direct routed to a major town are needed. Currently the buses go everywhere so it takes ages to get to the destination |
| Service to Kenilworth would improve connection / Last daily service could be later /. A Sunday service would be beneficial / Bus to Solihull needs to be more frequent |
| Only one bus per hour past our home on Balsall Street |
| Better and more frequent service required |
| Routing - more connected to local areas e.g. Kenilworth, Warwick parkway, Stratford upon Avon, Henley in Arden - frequency too infrequent |
| Don't use bus service, have no knowledge |
| No comment |
| More buses on more routes more frequently. The supply of these services needs to outstrip demand on order to attract those that have a choice |
| More than one 87 per hour |
| If buses could be directed to Sainsburys roundabout taking the whole of Kenilworth Road, would be of benefit to many that are not on bus route |
| Bus services are inadequate for the current population, let alone a large increase in residents. Non-drivers are very restricted as buses only run to early evening (visits and nights out are impossible). New routes should be introduced to Solihull Hospital/Kenilworth and Leamington Spa |
| Not enough buses |
| Need a bus to Kenilworth. Buses to Solihull don't run late enough |
| More buses to outlying areas - Temple Balsall linked buses timetables to other services, including station |
| No bus service to Temple Balsall as a result of campaign to make Balsall Common to Solihull service faster. We should have had both |
| There needs to be a regular shuttle from the shops to the station |
| Realise we are lucky to have an hourly service in the village and Johnsons are good but would be nice to have bus run later in evening and on Sundays |
| Need regular service to Kenilworth - daily. Need better than one hour service to Coventry |
| Need frequent links to Solihull and Coventry and from NEC to Kenilworth, Warwick, Leamington / Need Sunday services / Need buses in late evening |
| Find bus service very limited 1 hour per day not enough - no service to some of nearby villages, but train service great |
| More buses to Solihull and also buses to Kenilworth |
| No bus route to Warwick, Leamington Spa |
| When my children were dependent on the buses they were most commonly late to college - due to buses being late or not turning up at all. Also the time between the buses was far too long |
| More buses would be good but can they be justified |
| Very poor bus service, very infrequent. Not enough stops |
| Frequency to and from Solihull is ok. Requires integrating with Warwickshire buses to enable access to Kenilworth and beyond |
| Poor bus service. Need frequent service to Kenilworth - Leamington, later services to about 9pm |
| Balsall needs better access to Kenilworth - Warwick and Leamington - only direct route to a large town is Solihull and Coventry |
| Don't know never used the buses |
| No buses to Knowle on a Sunday |
| A stage coach would be more reliable |

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| Sunday service and service to Kenilworth |
| Since the bus service was suspended, disabled and elderly residents have great difficulty in getting about. Bring ring and ride to the area. We are the only area (Meriden gap) that has no service in the whole of the west midlands unitary authority area - it's a disgrace |
| In 38 years of being in the village I have never been on a bus service, despite holding a free pass. The London/Midland train services is excellent |
| No route to health centre |
| If there were more frequent services I would use public transport. I would like to see a service to Kenilworth |
| I rarely use the bus services because of their poor frequency and length of time it takes to travel into Solihull |
| Not enough buses to Coventry or Cannon Park |
| We need more services to Solihull, Kenilworth and Coventry |
| More routes e.g. to Kenilworth, Birmingham, half hour to Solihull |
| No late buses / No direct route to Kenilworth with any frequency |
| Bus service to Kenilworth and Leamington Spa and Warwick Hospital and Warwick town centre would be common sense and well used. Bus service direct to Birmingham Airport and Birmingham International Station. |
| Do not use buses, so don't know |
| Service in and around Balsall Common is far from frequent but enough for a village location. |
| Do not use |
| Extremely infrequent bus service, timing useless for people to get to work, college etc. Bus stops nearby have been decommissioned, making it much further to walk to a bus stop. Impossible to get to Kenilworth, where quite a few people work and has much better shopping facilities - must therefore have a car. |
| No idea |
| I don't use them but my perception is there is a severe restriction on where they go and how frequently they run - and are distinctly lacking in the evenings. |
| Bus is not available on Sundays |
| A taxi bus which picked up handicapped people from Michael Blanning Place was discontinued some months ago which in some cases stopped those people from carrying out outings to shops etc |
| Buses to Solihull indirect and infrequent. Need to be every 20 minutes. Taking less than 30 mins to get to Solihull. |
| Bus services not available in the evening. Too few bus services to other local areas such as Leamington/Kenilworth. Timings irregular. Earlier bus services to Solihull and Coventry required. |
| Later bus times into Solihull (at weekends in particular). Bus service needed into Kenilworth/Leamington Spa and to Meriden/Hampton In Arden in opposite direction. |
| No service to Kenilworth. Service to disabled passengers has disappeared. No easy service to access the larger hospitals - Walsgrave, Heartlands |
| More convenience for the old |
| I do not use existing bus services but have noticed that there are no direct services to Kenilworth or Warwick. |
| But, at the moment, we don't use the services. |
| Work in Kenilworth. Would be good to have option to catch bus. Also on weekends to do shopping. Wife works in Coventry but until 6pm so cannot catch bus home as last bus only runs back to Balsall around 5.30pm. Could do with running a little later (7ish). |
| Do not use the bus services and do not have an opinion. They appear to be a lot of empty or near empty buses. |
| I don't use the public transport/buses. I used the bus once to go to Solihull and back and it took me hours. I missed the return bus and waited nearly an hour for another one. |
| Services to Warwick and Kenilworth are needed |
| Buses could be used instead of cars if more frequent. |
| Can only get to Solihull or Coventry, no way to get to Warwick/Leamington area so need a car, miss one bus, have to wait an hour for the next one and finish coming to the village very early, so again if working need a car, no public transport at all on Sundays. |

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| Not enough public transport or regular/shorter periods between each service. |
| Can't answer the first one as I do not use the bus but my children quite often need picking up because there is no bus back to the village. |
| The 87 and the 88 would be on Sunday if only the 88 as I had to give up driving as COPD four wheel frame to get about, so I only can get on bus or pay for taxis and bank holiday only if we only have the 88 bus. |
| 1. Would be better if Coventry to Solihull route followed old 194 service and included Berkswell, Meriden again. 2. Could do with half hourly service to Coventry. I know there is a train but it is a long walk and it is not safe to leave a bike at the station. 3 need a proper bus service to Kenilworth. |
| Bus service intermittent for Solihull - none for Kenilworth. |
| A bus to Kenilworth/Leamington would be a good idea. Buses to Solihull on a Sunday too. |
| 1. No evening bus service to or from Coventry/Solihull. 2. No service to Berkswell Railway Station. 3. Hourly service to/from Coventry inadequate. |
| Limited to "day time and routes restricted |
| Currently no evening buses (as Dorridge has). Frequency to be increased if more residents in area. Only one service bus per week to Kenilworth - pathetic |
| Poor service to Solihull/Coventry by bus. No direct route by bus to Kenilworth although after closure of HSBC in Balsall Common, the Kenilworth branch is closest. |
| Public transport (bus and train) is not a workable option. Train - 40 minute spacing in service. 1 train to Birmingham per hour on Sunday. Bus - too slow/inadequate |
| More frequent service to Coventry and Solihull would be useful particularly in event of residential expansion. |
| n/a don't use bus services |
| See response to Q15 |
| Inter village visiting and shopping would improve with improved frequency and an extension into Kenilworth would be ideal. |
| Don't know as never take the bus - but that's mainly as it's not a good/frequent service. |
| Buses do not run at suitable times to places such as Solihull, to allow commuting. No links to Kenilworth etc |
| No evening bus transport available |
| n/a |
| Not used |
| Have not used public transport for many years and do not intend to try i.e. 1 bus per hour! There should be a shuttle bus running around/through the village to the doctors' surgery and seating available at all bus stops. The only people who use it are elderly and they struggle. |
| No buses on a Sunday |
| No evening service or Sunday service |
| We need a bus service that connects us directly to Kenilworth |
| n/a |
| Poor after hours service, infrequent service. |
| Service to bus station withdrawn previously. Long walk from main road to station and GP practice. No bus service evenings/Sundays which would enable young people access to Solihull. |
| Should include an alternative route to Solihull via Berkswell, Meridian and Hampton |
| Very limited service - nothing to Kenilworth or Leamington |
| Greater connectivity needed to all surrounding towns and into the evenings. Kenilworth, Canley/Coventry and Solihull |
| Too infrequent buses |
| do not use public transport |
| Cannot answer because I do not use the bus service but friends have used, and the routes are not direct enough to Solihull etc |
| One bus per hour will not encourage people to leave car at home. |
| How can attract business and investment if the village does not have good transport links. The bus service is pathetic. No Sunday service at all, no bus service in Birmingham or to a bus route that links up to Birmingham, hence overcrowded trains. |

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| While 87 and 88 service are adequate. It would help elderly, and others, living at George in Tree End of Kenilworth Road, if these buses could serve that end of Balsall Common. |
| Do not use so can't comment |
| The bus routes to Solihull/Coventry are excellent but further improvement to accessibility to Kenilworth would be of benefit |
| It is difficult to get to local hospitals. Bus stops are not ideally situated in outlining rural areas. |
| The expanding population will surely require more buses. |
| Should be regular bus to airport/NEC/ international railway station from village. More regular bus to Kenilworth, Knowle, Dorridge, Solihull |
| A Sunday service should be available and a suitable stopping place in Temple Balsall |
| Buses need re-routing - certainly connecting to roundabout at rail station. The number 87 could do this. Long way to surgery |
| No idea |
| As village expands, frequency needs to improve. |
| Later services. Bus route to surgery |
| More regular buses to Solihull and trains to Birmingham would be useful |
| Never used one |
| Can't comment as I don't use public bus service |
| No bus to Kenilworth |
| I don't use buses |
| later buses/more buses/buses to Warwick and Leamington Spa, NEC, Birmingham International |
| I don't use the buses |
| Need bus route to Kenilworth. Need ring and ride to be re-introduced. |
| There is no bus service to a lot of the village, particularly the station and doctors. These were previously promised. The buses should run a lot later than they do and on Sundays. We are no longer a little village. |
| Trains should be 3 per hour. Bus to Kenilworth. |
| Do not use |
| No direct services to and from Solihull/Heartlands hospitals |
| One bus per hour is not good enough into Solihull. They should be every 30 minutes. |
| I don't use local bus services so cannot answer this. |
| Takes too long to get to Solihull. Need buses later and earlier on. Need to be more frequent. |
| No link to airport or northerly destination. No link to Kenilworth or Leamington Spa/Warwick |
| Buses to Stratford and Kenilworth. Awkward timing. |
| Bus service to Solihull is not frequent enough and does not run into the evening. No service to Kenilworth! Public transport needs improvement. |
| A half hourly service to Coventry would be better. More than one bus per week to Kenilworth. |
| If you have to work shifts from 6am there are no buses or trains. |
| n/k do not use |
| For elderly people the loss of the taxi bus, from door to door. Some elderly residents cannot get to the bus stops, I am sure people would be happy to pay a small fee for this service if re-instated. |
| They could run later in the evenings and Fen End to Kenilworth is difficult. |
| Temple Balsall is not served at all so both routing and timing needs to be improved. |
| The 88 bus service is not fit for purpose. Due to the expansion of the village, which is only set to continue, the service needs to be more frequent - at least every 30 minutes than the current 60 minutes, more reliable as it frequently doesn't turn up or runs late - for those in Fen End to Chadwick Road areas. This is a particular problem as it is the only service covering those areas. Complaints to the bus company only serve to be frustrating and fruitless as nothing changes to improve the service. For people that do rely on public transport to get to work or children to school, it is a dire, unreliable service. For those that use it recreationally it is inconvenient at best, poor and unreliable at worst. It needs improving drastically. |
| Not on a bus route |

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| Not applicable to us |
| Bus service through rural areas needs expanding |
| I don't know - I don't use public transport at present |
| Not often enough, difficult to get out of village without a car. |
| Never use bus services because they are too inconvenient. E.g. how would you get to a hospital. |
| Terrible public transport provision that lets the residents down. We are unable to travel to Kenilworth or Solihull easily or regularly without using our own transportation. This restricts the elderly, young adults, low mobility - unable to get to employment or leisure unless the train is used to go to Birmingham or Coventry. Unacceptable. |
| Only 1 bus service for people living on Windmill Lane, the number 87 which stops running at 6pm in the evenings. No bus service to rail station at Berkswell or to the doctors' surgery. No Sunday service for buses. |
| Elderly residents need a 30 minute circular bus from GP surgery/station/village/Sainsbury |
| Very poor and length of journey does not make using bus as an alternative to a car a viable option. What about train services. We need to up the frequency to 3 trains per hour at peak times. |
| Balsall to Kenilworth poor service |
| Frequent bus service to Kenilworth needed, More frequent to Solihull. Later bus to Solihull. |
| One bus an hour isn't enough, we could do with a service to Kenilworth, and 87, routed differently into Coventry. We need a service on a Sunday and last one from Coventry could be later |
| Re-routing of present services and also timing, to take in a longer spectrum of the village. |
| No bus to Kenilworth |
| No buses on a Sunday or evenings. Bus to Solihull goes a long way round. |
| No means of getting to Kenilworth except by car. Ditto Berkswell. |
| No Sunday buses even at Christmas |
| Don't use the buses myself. I know we keep losing services. Also parking at the station is a massive problem, people park up Meadow Park. |
| Solihull - Balsall - Coventry - more frequently please |
| Nothing in the evening and they don't link up with the railway station any more. No service to the doctors. What about rail services, not good enough. |
| Require Balsall Common to Kenilworth/Leamington Spa route |
| Not enough to Solihull or Kenilworth or Knowle |
| Buses too infrequent to be attracting alternative. No bus to Kenilworth. Early finish. I appreciate cost restrictions which make it difficult but poor service means less use |
| No routes south of village are available |
| More late night services for residents |
| Too infrequent, we need a bus route to Kenilworth and regular frequent service to and from the main station |
| Bus service to Kenilworth/Leamington/Warwick would be useful |
| Use of the taxi bus which accommodated the use of shopping trollies |
| Do not agree to the Coventry/Solihull bus being rerouted away from Kemps Green Estate and Balsall Street - Alder Lane |
| Could do with No 88 using same route as 87 but with 30 minutes after 87 to give two services per hour |
| Bus service to Coventry stops early evening so can't get home |
| No bus route to Kenilworth and outlying areas in that direction. No Sunday bus service in Balsall Common |
| Later buses might help access for evening shifts |
| Need bus access to health centre from centre of village |
| We now have a 20/30 minute gap on the Solihull services and often bad timekeeping from Rotela. There is no direct link to Warwick University and no regular link to Kenilworth. The bus services do not connect with the trains and leave parts of the village unserved. Nothing runs in the evening, no wonder we are so reliant on cars and the car park at the station is inadequate |
| Don't know because they cannot be used |

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| Do not use bus at moment |
| Having hourly services is not conducive to meeting commuter needs |
| Don't use them so cannot comment |
| Buses that stop at 6pm means that those without cars are effectively isolated. Additionally no one can visit BC after this time apart from by car |
| Evening services to go out in Solihull not practical. Either get a taxi or don't go |
| Nothing along Meer End Lane to Kenilworth other than the school bus first thing so hopeless for non-drivers including teenagers and OAPs etc |
| Twice I have tried to use 87 bus to work. Once it was 15 minutes late, the other time it was 20 minutes late so I had to call an Uber instead (the bus arrived at the same time as my taxi). Now I just drive instead |
| Pathetic bus service |
| The loss of taxi bus has caused lots of problems for elderly residents. It would be good to be able to get to Kenilworth on public transport |
| Access to places other than Solihull and Coventry e.g. Kenilworth, Meriden, Dorridge, Warwick. Later running of buses and weekend running |
| At present do not use the bus services |
| There are 6 buses which come through the village twice a day for local schools. Some of these routes should be covered by public bus service. Routes in mind are Balsall Common to Solihull via Knowle / Balsall Common to Kenilworth and Stratford upon Avon |
| Reinstate bus stops that have closed down. Later bus from Solihull in evening, more than one an hour |
| No buses via Needlers End Lane, Balsall Common |
| Insufficient at present with no public transport to Kenilworth |
| No routes to Kenilworth |
| Frequency is not good as the population has grown in the village and could do with a more frequent service |
| Direct route to Kenilworth / Leamington would be advantageous |
| Should be more frequent |
| I do not use the bus |
| There needs to be a regular bus service from Berkswell |
| Railway station - Berkswell. No longer used due to very high step to get into train carriages |
| Bus service had been withdrawn along Fen End Road and not very regular along Balsall Street |
| Please reinstate the hourly bus service to the medical centre in Balsall Common, also return to the original bus route |
| Buses should be timed to go past station 10 minutes after train |
| I don't use the bus but it appears to be a very infrequent service with minimal routes |
| Should be later bus to Solihull after 7:30 and a later return from Solihull after 7pm |
| A service from Berkswell to Kenilworth is much needed - later evening times |
| No bus to from Solihull after 6pm |
| Needs half hour service to Coventry. needs half hour service to Kenilworth and airport |
| More frequency to Solihull |
| No bus route to Kenilworth, the nearest town to BC |
| Not a bus used so cannot comment with any authority or knowledge |
| More regular, more direct services to Solihull and Kenilworth are needed |
| Bus services totally inadequate and does not encourage people to use buses |
| Routing - buses do not serve rail station or doctors surgery |
| The station car park is now totally inadequate |
| Buses only seem to go to Solihull or Coventry |
| Coventry buses do not run often enough and are often late. Good service to Solihull with diverse routes |
| Bus services to Kenilworth, Warwick |
| Why do 87-88 buses both go down Station Road could one of them take a route down Needlers End |

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| Lane as they both go to Knowle and Solihull |
| A route to Kenilworth/Warwick, the existing frequency to Solihull/Coventry does not encourage people to use public transport |
| Frequency is fine if you are retired but with the working week covering 7 days we have no service on a Sunday or on evening for those at work |
| I have recently had to get to Heartlands Hospital using public transport, it was very very difficult |
| Bus to Kenilworth |
| Parking in village centre is dangerous |
| We need a bus route to Kenilworth. Replacement stop for Temple Balsall cemetery |
| Re-install Berkswell - Meriden - Solihull |
| Kenilworth bus needed |
| Needlers End Lane should be a bus route (grass verges available for road widening) |
| No bus service to Kenilworth, no bus to railway station. The present frequency is just about satisfactory, it could be improved |
| Connecting to Coventry, Birmingham and Solihull needs to be integrated with mainline services. Connections to south (Kenilworth/Warwick) are poor |
| Do not appear to be any bus routes north or south along A452 from the village |
| Routes and timing poor, frequency poor |
| Could do with more buses per hour |
| Routes to Kenilworth. Routes to railway station and medical centre. General access to routes from outskirts of village improved frequency and later finish times |
| As the population of the village has increased a better public transport service should be provided, it is not frequent enough |
| Once a week to Kenilworth from Balsall Common is insufficient, with no apparent return (based on website) only to Tile Hill. No wonder the Kenilworth Road is constantly blocked with traffic |
| Not possible to get a bus to Kenilworth |
| It isn't possible to go to villages and towns easily around Balsall Common via public transport |
| Route to Kenilworth - Leamington required, additional to existing to cover medical centre and station |
| Very restrictive routes into Coventry and Solihull. Coventry routes particularly challenging as cross the borders with providers. Not often enough if working shifts |
| No direct bus to Kenilworth and South |
| Constantly changing and not always timed to suit anyone other than school users |
| Buses should connect with the station. Buses should run later, especially those from Solihull to Balsall Common |
| Don't know, never used local bus service |
| Bus to Kenilworth |
| No service to our nearest town - Kenilworth. More frequent and direct routes to Berkswell and Meriden. More frequent peak time service to Solihull required. |
| Do not use bus service. |
| There should be more services for buses at weekends and night (evenings) currently nothing after 6 at night. This is outdated. |
| As a non-driver I have always felt quite isolated! To travel to and from Solihull is okay during week days but there are no buses during the evening or Sundays, and also cannot get to a lot of local places. Also buses through the village are more expensive which is unfair, especially if travelling with my children. |
| Bus services are generally very poor. Kids/youths need to be able to get to places without relying on parents and/or taxis e.g. there is currently no bus service to Solihull after 6pm!! |
| Bus from Balsall Common through Hampton in Arden to Solihull. Also increase frequency of 87,88 and 89. |
| Bus service to Kenilworth and Warwick needed. |
| Almost impossible to use bus service as it's so sparse. |
| It currently takes too long to travel into Solihull. Need a service into Coventry/Kenilworth and NEC. |
| No bus to Kenilworth |

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| A reasonable question |
| Don't know |
| Don't have experience of regular use of public transport. |
| I don't use buses so I am not qualified to answer. |
| The real issue is getting better services to Solihull, Birmingham, Kenilworth and Coventry. Also, better train services to Birmingham and Coventry from Berkswell. Why are there no questions on this? |
| Very difficult to encourage young people to use public transport. |
| No idea - never used a bus around here! |
| Need more than 1 bus every hour! Need evening and weekend service. Need direct route to Solihull and Kenilworth. Need more trains. |
| Buses are infrequent and not at all easily memorable times (i.e. same time past the hour). Routes are inadequate. The Solihull -Coventry via Cannon Park bus needs to be kept in existence. |
| Unsure as don't use |
| Not used due to lack of good service. |
| No service to Kenilworth - in almost 32 years of living here! |
| As a mother of a teenager, now grown up and two girls about to be teenagers, the bus service is awful. My eldest could catch train to Coventry or Birmingham but not ideal. Solihull is a much better place for a teen to be going to eat or cinema. Also, to access the colleges in Solihull. Bus not often enough and finishes too early. |
| Almost non-existent, to roundabout to get anywhere |
| Shuttle through the village to and from the station on an half hourly basis between 7 and 10am and 4 and 7pm, between 10am and 4pm hourly. |
| One bus per hour runs past my road, at least it does take you to either Coventry or Solihull. |
| It is a pity that no bus service is provided for Kenilworth which is the nearest and compact town for general shopping etc. |
| Route 87 to Solihull much improved. Route to Kenilworth would be very useful as this is our nearest centre for services. |
| We don't use as information is poor. Doesn't appear to be enough services. |
| Not enough bus routing or frequency. Especially Solihull to and from. Also not much choice to Marston Green etc. |
| Very hard for non-motorists to attend rail station or medical centre. Essentially, impossible to reach Kenilworth by public transport. Even buses cease early. |
| Terrible service |
| Don't know - never used |
| There should be regular buses throughout the day to Kenilworth and to Solihull - quick routes i.e. straight from Balsall Common to Kenilworth, straight from Balsall Common to Solihull. |
| Do not use the bus service so unable to answer |
| Unsure as do not use bus. More parking is required at the train station, as cars park along Meadow Hall Rise. |
| Routes to Kenilworth frequently |
| Only 2 trains per hour (not good enough). Bus service almost non-existent. |
| No bus goes to doctors anymore for the older people. |
| I presently do not use bus services so I feel it wrong to comment. |
| No public transport evenings/Sundays or bank holidays. |
| Never use so can't answer. |
| Not enough buses. |
| Do not cover large housing estates. Cannot go out in evening if do not have a car. |
| Do not use |
| I don't use the bus services so cannot comment |
| Service not used |
| I do not use buses etc public transport - I drive, however I do use the train. |
| No route to Kenilworth |

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| Bus and railway services must be linked. |
| The routes only cover a limited area within the village at present. Frequency is poor and leads to many residents driving with one person only as opposed to taking bus. |
| More buses required |
| Don't use it but children not happy with either routes or timing. |
| n/a don't use as too expensive and inconvenient. |
| Hourly services only. Do not serve Kenilworth/Coventry easily. |
| Only bus stop is in centre of village in Balsall Common. |
| Need buses to Kenilworth. Later buses to and from Solihull even if hourly later at night. Buses to link to train times - integrated transport plan. |
| For the size of the village as it currently stands, these are not adequate. Additional housing development would require these to be vastly improved. |
| Currently no buses to Kenilworth and no evening/night services to anywhere. |
| I don't use buses so can't give an opinion. |
| I do not use any of the bus services, so have no suggestions to offer. |
| Services stop too early. No link to Meriden and Kenilworth. |
| The route down Station Road to station terminals could be either changed to go along Hallmeadow or extended to give less distance to travel to nearest stops from Riddings and Grovefield. |
| Some buses only run every 60 minutes - different time most days and they soon take the scenic route. |
| later service important! |
| The local service is diabolical, the planning is non existing, no proper service to Kenilworth and the removal of the taxi bus unforgivable. |
| No service down Windmill Lane. It is too far and unsafe to walk. Down Windmill Lanes there is no footpath. |
| I understand that bus services to Kenilworth are very limited and infrequent for those needing transport. |
| n/a not a bus user |
| Don't use buses. |
| I don't know the answer to these questions. |
| A bus service from Balsall Common to Kenilworth would be very useful! |
| n/a we don't use services. |
| Don't know anything about the local bus service. |
| The last bus is far too early. |
| Very poor bus service with no way to get to places locally (Kenilworth, Meriden, Leamington, Solihull). Very irregular compared to other areas, named above. |
| Very hard to get to Solihull by public transport. |
| No knowledge of bus services |
| No bus to Kenilworth at all regularly. No evening or Sunday services. Hourly service to Coventry inadequate/inconvenient. A bus stop in Temple Balsall should be re-instated. |
| Buses are irregular and subject to change - we do not use them. |
| Don't use bus. Cannot comment. |
| Frequency to both Solihull and Knowle - making timing better. Routing - where's the bus for the medical centre and station? |
| Very limited current services |
| Bus service is inadequate. Train service is excellent. |
| Don't know as don't use buses |
| There are highly infrequent buses in Balsall Common and those that operate have very limited destinations. How is the local road network going to cope with 1000s more people living in and commuting to/from Balsall Common without expansion in the frequency of services and an expansion of routes/destinations? Services need to go to areas where large local employers are (e.g. JLR, University of Warwick) on a frequent basis. There is also a need for more frequent and later rail services to/from Birmingham and Coventry. |
| Need more buses to Solihull and Kenilworth, every 15mins. Late buses i.e. up to midnight. |

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| More routes to take in Berkswell train station. Knowle and Kenilworth. More frequent buses would be great for more rural areas such as Oldwich Lane East. |
| Seem to have very few services that actually go anywhere. Bizarre that you can't get to Kenilworth |
| Transport to get workers into Coventry and Solihull earlier - particularly if they then need to catch trains |
| Timings are not evenly spaced. Buses stop very early in the day - none for evenings |
| Route to Kenilworth needed |
| Village is 4 miles from Kenilworth, no service. More houses = improve service by planning condition |
| We do not use these services because they are so infrequent and are unsuitable to get to hospital appointments |
| A frequent bus to Berkswell very much needed. Also a bus to Kenilworth is badly needed |
| The bus services are poor - only options are long indirect routes to Coventry and Solihull, with few bus stops in the village |
| More frequent bus service could reduce car use, also there is no service to Kenilworth. Rail services should be increased to 5 trains per hour - as at Tile Hill |
| No bus to Kenilworth that I'm aware of. Frequency |
| Routes to Warwick / Kenilworth in particular, once per hour is adequate |
| Service not adequate for young people and elderly |
| Although there are 2 buses an hour to Solihull, they are on the hour and twenty to the hour, whereas every half hour would be better |
| Need buses to Kenilworth and Warwickshire |
| Last bus from Coventry is 5:50pm, 87 service is only every hour |
| Public transport for the area is poor and does not offer a suitable alternative to getting in the car |
| I have an elderly neighbour who doesn't drive but is still fit enough to get out and about to Solihull, Knowle and Coventry. The taxi bus was extremely useful, now she has to wait about for buses and keep watching the time to make sure she doesn't miss a bus because the next bus might be an hour away. There are many people with the same problem |
| Frequency is too low |
| Kenilworth is not well provided for from Balsall Common |
| nobody uses though because poor quality, routing and frequency |
| All the bus services go to Coventry or Solihull. We need a regular bus that also goes to Kenilworth as once a week is ridiculous as Kenilworth is our nearest town with adequate amenities |
| Should have regular route to Kenilworth and Coventry |
| No service to health centre |
| Additional public transport links should be available to Coventry, Solihull and service to Birmingham |
| Buses should run later at night |
| I don't know how well the buses are used but my experience is that you can't get anywhere by bus after 6pm, so evening trips are out unless you have a lift or get a taxi |
| We need a bus route linking to Kenilworth and another to Dorridge |
| Routes do not link local villages or Kenilworth/Warwick direction. Timings too restrictive, frequency inadequate |
| Kenilworth / Leamington |
| Routing - should go via Berkswell and Meriden / Timing - should be more evening services. Difficult to use buses to get to and from work |
| Buses are too infrequent so hard to use |
| 2-hour gaps to Coventry/Solihull no links for Warwick/Leamington especially schools and colleges. Also limits working opportunities. Discourages working for young people and so reliant on parents |
| It is impossible to plan reasonable commutes to neighbouring towns and cities without multiple changes and long waits between them |
| Coventry/Solihull bus needed - hourly all day in Lavender Hall Lane (stopped 2/3 years ago) many residents cannot walk to bus stops in village centre. Stopping this service has made hermits of some residents of Rose Court who made frequent use of bus |
| More services serving additional destinations (e.g. Kenilworth, Warwick) would be useful |
| We need this service more than every hour and a Sunday service |

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| No public transport option to Kenilworth, Leamington or Warwick |
| Have put no because the routes aren't publicised, and most places have infrequent services. No reason to believe it's any different in Balsall Common |
| I have ticked no even though I don't use the buses. I feel that we are not well served enough to even tempt me to use a bus to get to Solihull or Coventry. Buses are too large for the country lanes and residential streets, for the number of passengers aboard most that I've seen a smaller vehicle would suffice. Case in point - the recent widening of the road to Knowle near the cemetery turn off, owing to an incident there |
| I don't believe I can get to Coventry, Leamington, Kenilworth, NEC or even Berkswell or Meriden. Even if I could, why would I wait up to an hour when I have a car? The bus route to Solihull is fine but infrequent |
| Why does it take over an hour to get into Solihull? |
| The bus service to Solihull needs to be more frequent. The ring and ride service for elderly people in places like Michael Blanning was excellent but was removed and has left some people isolated and unable to travel on public transport |
| Bus service to Kenilworth |
| Increase frequency / advertising to understand routes |
| Teenagers need to be ferried by parents a lot of the time as frequency and journey times are poor |
| Buses should run on Sunday as well. The vehicles should be smaller. The buses should be every twenty minutes |
| I would consider using public transport if it a) ran more frequently and b) if the vehicles were more modern and fit for purpose - minibuses for example |
| Routing to local parishes such as Meriden and Berkswell |
| More buses required |
| No buses to Kenilworth, Leamington and Warwick |
| Not sufficient knowledge/understanding on bus services |
| Bus to Meriden should be at weekends |
| Can't go to Kenilworth |
| We could have a half hourly service instead of one hour. We don't have a Sunday service or even a bank holiday service. Not everyone has a car |
| If there is to be major development in Balsall Common then the public transport system needs to expand to cope with needs |
| Virtually no buses on a Sunday / No service to Leamington or Warwick |
| We do not use bus services so have no specifics but thinking to people who do use them more options are required |
| No north/south links (Warwick, Kenilworth, Leamington) |
| More and frequent services required, presently, there is no incentive to minimise car journeys either in the locality or more widely e.g. to main shopping/leisure area in Solihull, Coventry, Kenilworth, Warwick |
| A new route from NEC to Kenilworth / Better service from Solihull to Coventry / Buses need to run after 6pm |
| Living in a rural area the frequency and timing of these bus services could be improved also a route to the local train station would be useful |
| Needs to be buses later in the evening and also weekends |
| Dorridge station is not on route, thus cutting off access to Solihull, Birmingham and Leamington by train. Currently people have to use car to get to Dorridge station |
| Not enough buses for local area, hardly any if at all between Balsall Common and Kenilworth/Leamington Spa. Just one hourly bus for Solihull that serves Chadwick End/Fen End finishing early evening |
| Could do with one to Walsgrave hospital |
| Cannot travel by bus directly to Birmingham or Kenilworth. Would like buses every 20 minutes |
| Need a direct service to Solihull as well as that servicing other settlements en route. Need a link to the NEC |
| But I don't use public transport so not a true reflection |
| Access to Kenilworth (nearest town but in different county) |

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| In need of service to prevent health centre and half hour service on 87 route, rather hourly as now |
| Kenilworth service |
| Half hourly frequency is minimum acceptable, need services to Kenilworth, Berkswell, Hampton, Meriden, services need to continue into evening |
| Buses need to run for longer of an evening |
| Timing of buses is unsuitable for anyone needing to travel to work or college in Solihull, particularly difficult to those who work in the retail trade. Travel by public transport to Kenilworth, Warwick and Leamington impossible from Balsall Common |
| Need a route to the station |
| Kenilworth is nearest big town. Don't even have a daily service - then on those days only one bus. If we want to go out in the evening to Kenilworth then have to drive, no other option |
| We need a regular bus to Kenilworth please and more general info on bus routes etc, not just once a week |
| Require a bus direct to Solihull and Birmingham (not via Meriden etc) Birmingham bus would be great |
| Kenilworth cannot be reached by bus direct from Balsall Common. Solihull buses are too infrequent and especially off peak |
| It takes too long to reach both Coventry and Solihull by public transport and the services are far too infrequent |
| Bus services stop too early in the evening, particularly to Solihull where train services require a change. Once an hour is insufficient at weekends and during summer holidays |
| Poor service to Solihull, none to Kenilworth |
| Do not currently use |
| There should be a regular bus service to Kenilworth and possibly Leamington |
| I do not use bus services myself but my mother-in-law does and there does not seem to be much choice. If you miss a bus, you wait an hour for the next one |
| Later services for people working in Coventry or Solihull |
| Buses to Kenilworth would be useful, more frequent/quicker route buses to Solihull |
| If there are to be more people than the public transport infrastructure needs to be better |
| Route to Solihull too long / No links to Kenilworth / No evening services / Too infrequent to make using bus for walk realistic / Trains would be useful if all 3 trains stopped at Berkswell |
| It is currently difficult to get from Balsall to Solihull in the evening without using a combination of trains and buses and associated changes |
| Could do with a link to Kenilworth |
| Bus service to Kenilworth would be useful |
| Buses are few and far between. The service is poor and has low priority with providers |
| Particularly lacking in services between Balsall and neighbouring towns such as Kenilworth |
| A direct bus to Kenilworth would be good as it takes 50 minutes at the moment by having to go into Coventry first or we have to take the train |
| No public transport after approx. 18:00, not acceptable |
| Need more buses regularly travelling to either Coventry or Solihull |
| No bus goes down to the station and doctors surgery |
| There are no evening services on Sunday, therefore attending cinema, restaurants etc are out of the equation, therefore stuck with the few amenities we have here |
| Families can't rely on the infrequent services and therefore generally rely on their own cars within the family for mobility |
| Can't get to Leamington, Warwick or Kenilworth easily, crazy |
| Temple Balsall is not on any bus route. Timing is far too infrequent, no bus route to Kenilworth |
| Buses not frequent in the evening |
| Temple Balsall and Meer End have no bus service. Fen End has a limited service only. No bus service down to Balsall Health Centre and the railway station from centre of Balsall. |
| Routes through Fen End are infrequent. A lot of people now rely on a poor service for travelling to Balsall Common, Knowle and Solihull. |
| Do not use these services so not sure. |
| Eventually need to link with railway station. |

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| Need links to Kenilworth/Warwick/Leamington and improved frequency. Closer bus links to Berkswell and Kenilworth train stations. |
| Bring back bus services to the bus stop near Berkswell station. |
| Q17 - not sure as do not use bus |
| Don't use facilities so don't know. |
| Don't know - don't use buses |
| We are poor citizens! Go to Coventry city or Solihull or stay at home. Routes to Kenilworth/Tile Hill/Meriden/Knowle |
| I do not use the buses so unable to comment. |
| More frequent buses to local towns required. |
| No bus service to Kenilworth. Services to Solihull/Coventry infrequent and stop running too early. |
| Bus service to Solihull town centre is inadequate |
| I'm not driver and need from bus services to Solihull at the weekends. |
| More frequent bus service required |
| Insufficient buses - insufficient demand |
| Don't use |
| Can only get to Solihull or Coventry. Not Kenilworth/Warwick/Leamington |
| More late night services to/from Knowle and Solihull. |
| Don't use public transport i.e. buses due to a;; above. |
| No Sunday services. Coming back from Solihull there is a long wait from when most finish work (including myself) from 5.40 for the next bus at 18.28, when the 87 and 88 leave within a few minutes of each other at 17.25 and 17.38. Excludes most people who work office hours from the service. |
| Bus to Kenilworth/Leamington. Solihull bus too long. |
| I can't remember the last time we even saw a bus in Balsall Common, unless you want to get to Solihull or Coventry it's ok but even then you can't get back after about 7pm. I couldn't consider either taking my daughter to school or getting to work on one. |
| Bus services are very limited both in destinations and frequency. |
| Does not apply as don't use service. |
| Because we are a car driving community. There is a lack of awareness and frequency. |
| I do not use the bus (I do use the train). Would I use the bus if there was a better service??? |
| Routes are generally slow, which is a disincentive to them being used. Create a fast route to Solihull. Routes to Kenilworth have been tried and failed but it is difficult to understand why. Buses cannot compete with the train to Coventry and Birmingham. |
| A bus to Kenilworth and Leamington. |
| Current services do not run when required. No night/weekend cover. |
| Bus route is extremely limited to Solihull, Coventry and the airport. |
| Need half hourly service not bus services that run weekly! Need services to Solihull, Coventry and Kenilworth until 11pm. Very unreliable service. Can't even access the bus timetable online (not an accurate one!) |
| Would prefer a route to include Kenilworth. |
| More frequent bus services |
| There is no bus from train station (Berkswell) to connect to immediate areas. Nearest bus stop is over 1 mile towards roundabout (Shell Garage) and seems very infrequent. We have never used the bus service since much simpler to drive to Solihull/Coventry. Otherwise use the train service. |
| I don't use the bus service but I would if there was a regular service to Solihull and Coventry. |
| Balsall Common to Kenilworth bus service is needed. |
| The village is large enough to warrant a circular bus service which should include stops at the station, village centre and shops, and travel around the estates. Buses should be timed so as to meet trains at the station and transfer passengers to or from a regular proportion of trains. There is currently no regular bus service south to Kenilworth or northwards out of the village. Will our train service be affected by HS2 and/or franchise changes? This is a concern. |
| Our household do not use bus services. |

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| Routing only few bus/week to Kenilworth, timing (in sense of day) - buses stop in early evening. |
| Solihull - Balsall Common - Coventry is good. We need Meriden - Berkswell - Balsall Common - Kenilworth service similar to. Train service Birmingham - Berkswell - Coventry need to stop every 20 minutes. |
| More buses needed more regularly between Coventry and Solihull. Some buses needed to Kenilworth on a daily basis. |
| Come on now, it's not so hard...more routes and stops, more frequent buses, turning up on time! |
| Bus route to Kenilworth would be very useful. Frequency and timing of routes to Solihull could be improved. No link between Meriden and Balsall Common. |
| What about trains and station parking? |
| In frequent - almost impossible to get to Kenilworth and no train link either. |
| Do not use. |
| There is a need for public transport to the medical centre. Late evening service from Solihull. |
| I can see it will be difficult for me to live well here with limited mobility in the future. I would feel quite isolated, car users are fine. |
| It is almost impossible to get anywhere on the bus unless you want to travel a long way. There should be a bus service directly to Kenilworth for example. |
| Need route to Kenilworth. Buses stop at 18.00. |
| Restricted service to locations renders it unusable. Local villages and town links e.g. Leamington Spa, Stratford, Coventry |
| Links to Kenilworth could be provided. |
| I don't use the bus so therefore unable to comment. |
| Poor service, stops too early and buses are not frequent enough, young people in the village therefore cannot use the facilities in Solihull as they cannot get there. |
| We need more buses to different locations other than Coventry and Solihull. Kenilworth regular service, buses to health centre as promised when it was built, so far from village centre and a more frequent service. One an hour is not acceptable. Especially when you don't/can't drive and have to get to hospital in Solihull or Coventry. |
| Very irregular service. No evening services. Can't be used for commuting reliably. |
| As expansion comes extending bus route to coincide with trains and widening route within Balsall Common e.g. include The Riddings, would be good - provided commercially viable. |
| Not enough buses into or out of the village - (Cov/Solihull). None I know of that go to Kenilworth. |
| Unable to comment as not used. |
| Services do not exist in Meer End |
| There is practically no service. A car is needed to live in Balsall Common. This is an important factor to consider especially for vulnerable people who can't drive |
| Need better links to neighbouring Kenilworth |
| A service to Kenilworth would be useful. A later service on the 82 route |
| No buses to Kenilworth. No evening buses for teenagers |
| Bring back the 'taxi bus' |
| Impossible to get to Kenilworth by public transport |
| Services are so poor potential users have abandoned them. Provision of access to medical centre for non-car drivers. Increased railway car parking and village centre parking |
| No evening service, cannot get back from Solihull at night after 6pm |
| Routes are currently through busy side streets |
| late night services no-existent |
| More regular service - better provision and greater variety of routes. |
| Only 2 buses per hour (routes 87 and 88). Services stops 6.00pm. No service on Sundays! |
| Routing should also include links to Birmingham at airport. NEC as train service too infrequent/cancelled. |
| n/a don't use |
| A bus to Kenilworth from Balsall Common centre - how difficult could this be? I've been in the village for 36 years and there is no bus to Kenilworth. Why? |

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| All of the above are poor considering the size of the village. |
| Don't use |
| Need a service to Kenilworth |
| Not NDP subjects |
| We don't really use bus services as we have a car and routes are so limited and take so long, (i.e. Dorridge takes 50 minutes compared to 10 minutes by car) - return is even longer as service is so infrequent. |
| There is only 1 bus per week to Kenilworth which is very limiting for those without own transport. The new routes leave some people unable to get to a bus stop. There is no bus route from top of Meriden to Balsall Common (by church) |
| Need more buses, more regular to Solihull, Kenilworth ,Coventry |
| Very poor options to get to Kenilworth, Leamington or Warwick. |
| No Sunday service. No service to Kenilworth (very limited) |
| Cannot comment as a car owner I have no experience of local bus services. |
| My daughter struggled to leave the village or come back in after early evening, they need a bus that runs later than 6pm. A faster more direct route to Solihull would be useful. |
| No buses accessible close to Rose Court. Bus service to Kenilworth/Leamington. |
| Bus service? It's an oxymoron - bus to station/airport? Why not - it's a commuter village. |
| Don't use the bus service locally so cannot comment. |
| A Sunday service would be very useful into Solihull for people without transport. Also more train stops at Berkswell station. |
| No regular bus service to Berkswell station. |
| Frequency and timing poor as it is - without expansion of residential properties. Routing e.g. to Solihull is very winding. |
| No bus to Hampton-in-Arden or Meriden. |
| I don't use the buses, so I don't really know. I did look at the bus to Knowle once and that didn't go very often so I didn't bother taking it. |
| Don't use the bus. |
| Weekly service to Kenilworth is ridiculous. Very useful shopping/social area which is inaccessible without a car. |
| We live on the borders of Balsall Common and have no public transport. Our local ring and ride was stopped last year. |
| More buses touring the village and meeting trains. Timing - later buses. |
| Limited routes - can get to Solihull and Coventry but can't get to Warwick. Also, a bus to the train station would help. Should run later, last bus from Solihull/Coventry 6pm. |
| What about trains. Often one can only just squeeze on and then have to stand into Birmingham. Why not put an extra carriage on at peak times, and at times when one expects it to be full i.e. last trains from Birmingham after theatres. |
| Whenever I tried to catch a bus into Solihull after 4pm, the buses either never turned up or are late. I have given up now and use the car. |
| Not used. |
| Not known |
| More frequency please - bus service into Kenilworth |
| Never use the bus. |
| Need more and more frequent to Solihull, Knowle, Kenilworth and Coventry. |
| Buses to go up to George In Tree then round back down to villages. |
| Too infrequent and none outside of daylight hours |
| Daily service to Kenilworth would be useful |
| Routes to main destinations are tortuous, quick journeys don't happen. Can't get easily to Kenilworth. our nearest town |
| Service 87 is good but needs to be more frequent and operate in evenings and at weekends. There needs to be a service to Kenilworth |
| More frequent services required at morning and evening weekday peak times to persuade people out of their cars |

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| A better (far more frequent) service on a direct bus to Solihull and Dorridge station is needed |
| Unable to use this facility |
| Better links to Solihull, Kenilworth to encourage more public transport usage. Including links to Birmingham International to encourage rail use to Birmingham City Centre |
| Need bus route to Kenilworth. Bus times and frequency make it inconvenient to use bus |
| Sunday service required to Coventry |
| The bus service to Balsall area is generally very poor, timings are inadequate. Frequency of service is a joke |
| I think it would help the people of Balsall Common if the route to Solihull was a little more frequent |
| No bus service after 6:30pm or Sundays. No regular bus service to Kenilworth or Meriden |
| Intermittent and unreliable bus services |
| Not late enough |
| Needs buses to start and finish earlier and later especially for workers who need to be at work before 8am finish after 7pm, bus route to other areas |
| I don't have to rely on public transport but I have heard that services run very infrequently |
| Buses are too infrequent so not usable |
| Useful to have service to Kenilworth, especially on market day and also so one can connect to Leamington/Warwick service. Useful for visiting Warwick Hospital |
| There is a need for a Sunday bus service - perhaps hourly |
| Bus to and from Solihull stops at 6, no good for shop workers to commute |
| No bus to Kenilworth, Berkswell, health centre or station |
| We live in Fen End and only have one bus per hour which does not always turn up or run on time |
| I never use the bus as it is too infrequent for use. I use the train and therefore never go into Solihull |
| Better services needed. |
| No buses between Balsall Common and Kenilworth on A452. I have lived here since 1972 and still no buses. If any buses they go to Burton Green, missing out houses on A452. I am now 73 and could do with a bus to Kenilworth and back, 5 days a week. |
| Our closest village- Kenilworth, there is no bus service - There are many bars and restaurants there meaning additional expense for Balsall residents - taxis! |
| Buses don't appear to be frequent enough for travel to outlying villages by this method. To/from work/college seems to be catered for. |
| Routes to Kenilworth need improving and onwards to Leamington. In due course routes to HS2 central and UK Central may need to be added if the rail services reduce. Improved frequency of routes to Coventry and Solihull will help. |
| See Q15. Bus service to Birmingham (Meriden to Birmingham provided for but very limited access to Meriden from Balsall Common. |
| I am out of touch with this. It used to be infrequent at one every 90 minutes or so but I have lost touch. |
| Limited frequency of buses to Solihull in time for getting to school. Bus service to Leamington ceased. |
| You can't get to: Kenilworth, Warwick, Leamington |
| No weekend services (Sunday) |
| Buses to continue after 6.00pm. A bus service to be provided to Kenilworth. |
| A more frequent service would assist the flexibility of getting to work/college etc and running just a bit later also. |
| Would like to see Solihull - Coventry, bus services run through Berkswell as it did years ago. |
| Though some Sunday service needs consideration. |
| Buses - at least they exist and link to Solihull, Coventry and hospitals |
| Many local bus services have been cut back or axed. |
| Smaller buses more frequently to enable the non-driving community members to get in and out of the village. There are not the entertainment facilities in this village for its residents. |
| n/a do not use public transport |
| No opinion |
| Not enough routes - no bus to Kenilworth. Not frequent enough and do not run late enough for young people. |

Travel to Kenilworth is not easy. Services are infrequent and stop early.

Getting to Rugby club difficult without a car also flanks JLR

Buses used to come to the south of the village - now do not. Poor frequency & locations to go to. If you wanted to use them to get to work etc.

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| Q18e - We need your opinion on traffic and parking in the parish. If you answered 'Yes' to any of the above, please provide details of locations. |
| Wherever the new developments are situated |
| Speed restrictions on Balsall Street east - Kenilworth Road. Frog Lane, individual small areas in various locations |
| Road surfaces all over are a problem for cyclists. People park on grass verges. Parking near the shops, schools and railway is always an issue |
| Kenilworth Road and Station Road should be calmer |
| No need for a detailed response - items ticked yes are obvious |
| Village centre, rail station, schools |
| Road surfaces, repair and upkeep / More houses, more cars - parking at the local shops already difficult |
| As required, you only have to (try to) drive around any of the more recent housing developments to become aware that there is insufficient parking provision. Holly Lane needs resurfacing |
| All over |
| Car parking should be within any new development |
| Occasionally see cars/motorbikes exceeding limits except for peak times when you cannot cross the road due to congestion |
| Speeding along the Kenilworth Road is quite bad especially at night |
| Road surfaces are generally good - but Virgin media have destroyed the smooth surfaces. Speeding is a problem in Station Road and parking outside the schools is dreadful, one day a child will be killed |
| 2 spaces per new dwelling |
| Dengate Drive is regarded as a challenge to speeding drivers - a 20mph limit and traffic calming in all residential (side) roads should be introduced |
| Speed restrictions are ignored through the village - main shopping area |
| Station Road has speeding problems |
| As each house has a minimum of 1 or 2 cars, parking off road is essential. Schools should have adequate off road parking |
| Potholes require attention, insufficient parking in village |
| Speeding on Station Road, from the village centre to Balsall Street is a real problem |
| Multiple car households necessate plenty of parking - e.g. school run congestion, station parking, village centre parking |
| Balsall Street - the 30mph limit is often ignored and ends before Saracen Drive, making turning right out of Saracen Drive quite difficult. The 30mph limit should be extended past the Saracens Head |
| Cars speed along Station Road, this is especially dangerous on the bend by Needlers End Lane |
| Needlers End Lane needs resurfacing since Severn Trent excavated large parts of it. Very uneven now the remediation has settled and sunk |
| Already lots of speed restrictions. Lots of potholes an issue all over place |
| There is a very serious speeding problem past the shopping area along Station Road |
| Grange Road needs resurfacing / Speeding along Needlers End Lane |
| Kenilworth Road, northside of village. 'George in the tree' island |
| Central parking is a problem |
| Everywhere |
| Speeding is a problem down Station Road and other cut through roads e.g. Balsall Street East |
| Speed restrictions on Kenilworth Road |
| People drive too fast along Kenilworth Road, we need a bypass, road is used by commuters from Kenilworth/Warwick/Coventry as short cut to M42, M6 |
| Speeding on many main roads are a problem |
| Speeding regularly down Balsall Street East / Station Road need humps |
| B4101 major issues. Station Road and Kenilworth Road |
| Needlers End Lane, around numbers 2-6 |
| All over village |
| All new developments need better parking facilities. There are too many vehicles parked on |

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| pavements |
| Balsall Street speeding / Connections to Virgin media trenches / Parking for visitors rather than on pavements |
| Speeding cars along Balsall Street East and Balsall Street. Kenilworth Road East of the village has poor surface most homes do not have adequate parking with too many cars half on pavements |
| Any new development should include a few spaces for visitors to the houses |
| Speeding is a major problem in Station Road and Needlers End Lane especially late evening. Road surface on Holly Lane is very poor |
| Because of the increase in houses, parking is inadequate in the village |
| Speeding - Station Road |
| Whitnash Close CV7 7PR |
| Speed all over village is issue / Balsall Street and Station Road speed is big issue |
| In general some of the road needs resurfacing |
| Speeding - mainly Kenilworth Road and Station Road / Restrictions - speed cameras as opposed to speed bumps / Surfaces - mainly good, few pot holes on Station Road towards station / Car parking - majority of households have 2 to 4 cars with parking for 2 |
| Central parking an issue |
| Road surface near Brickmakers Arms. Driveways on new housing need to accommodate more than 2 cars |
| Near railway station to maintain easy access for workers |
| Speeding within estates and along Station Road. Speed bumps or 20mph limit on school routes e.g. Kemps Green Road |
| Too many people parked on pavements |
| Station Road - calming measures would be good |
| Village centre parking / Poor update on road services, Station Road - 30mph not kept to |
| Station Road, often speeding between shops and Berkswell station. Kenilworth Road way too congested |
| Speeding between shops and station |
| Frog Lane is almost impassable sometimes. Road surface is crumbling with land potholes and trees/bushes often partly block the edge of the road after large vehicles try to use the route. It needs a weight restrictions |
| Needlers End Lane certainly gets some speeding idiots |
| Station Road - Balsall Street East. The Virgin Media group have ruined road too |
| Make the Partco building a car park |
| Some road surfaces really poor. All new development required adequate parking (off road) |
| No more parking in the village is needed |
| Road surface poor e.g. Bradnocks Marsh and Magpie Lane |
| The housing estates need calming measures as children play out. Off road parking gives a better look than cars parked all over the streets |
| Insufficient parking by the shops in Station Road. Station car park is insufficient for current use let alone after expansion and during HS2 development |
| We have limited speed restrictions but no one adheres to them. Parking in village and station is completely inadequate |
| Ashley Way - The grange estate - cars come flying round the bends - very dangerous as road is narrow, also Needlers End Road |
| Balsall Street, Balsall Street East, Station Road |
| Car parking on modern developments restricts car parking and on road parking, it should be better |
| Some single carriage roads have no passing areas due to shrinking roads. Build a bypass |
| Kenilworth Road, traffic goes too fast. Difficulty getting on to main road from 'grange' estate |
| Speeding is a major problem on Kenilworth Road, Balsall Street East and Station Road. I have written to the council about the trenches left in various roads, mainly Kemps Green by Virgin Media |
| Balsall Common village centre and primary school area |
| Road surfaces in general dangerous with potholes especially for cycling, in particular Holly Lane |

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| Young people frequently speed on Station Road, Needlers End Lane, Balsall Street. Policing is totally inadequate |
| Malvern Road |
| More parking is desperately needed in the village centre. Lorries should be stopped delivering in the village centre by parking across parking bays and holding up traffic, they are huge lorries and are only meant to park there before 8am |
| Meetinghouse Lane |
| Rose Court elderly peoples complex, cars far too fast no safe place to cross. More crossing lights at village roundabout |
| Speeding on Kenilworth Road / Road surfaces are pot holed throughout the parish / Car parking in new developments should be adequate for the houses and visitors tradesmen e.g. Riddings Hill |
| Kenilworth Road - the new developments |
| Kenilworth Road speeding |
| Along narrow, single track lanes e.g. Frog Lane/Fernhill Lane etc where speeding is a problem, especially since JLR are located |
| Main road through Balsall Common - constant breaking of speed limit |
| Hooligans regularly drive through the village and down towards the station at high speed |
| Not bumps in the road. Illuminated speed controls on Kenilworth Road |
| Kenilworth Road has a real speeding problem particularly from village roundabout to Holly Lane. Suggest average speed camera would work and bring in large revenue for council |
| Over the entire parish |
| Speeding in Kemps Green Road |
| Need more pedestrian crossing points especially Kenilworth Road. Need footpaths on Holly Lane, Waste Lane, Truggist Lane |
| Village centre needs traffic calming measures, as does Kenilworth Road where drivers regularly speed |
| Live on BSE and seldom do cars adhere to speed limit / Many develop do not have enough space to accommodate. Number of cars per household so lots of cars park astride pavements |
| Speeding in Holly Lane area |
| Parking provision in new developments is stupidly inadequate, forcing most cars to park on pavements partially blocking access to large or emergency vehicles. Get real - people need cars |
| Kenilworth Road is a speed nightmare. We are unable to sleep properly due to speeding cars/motorbikes and heavy lorries at night. Can't open bedroom windows for fresh air at night due to noise of traffic |
| Station Road East |
| A problem all over the village |
| Meriden Road by Berkswell School / Meeting house lane |
| Roads through Berkswell always have huge number of pot holes, that needs to change |
| Any new development requires adequate parking, but there will be a knock on effect in the village centre and at the station |
| Station Road / Balsall Street / Balsall Street East |
| Station Road / Kenilworth Road from dual carriageway to Dengate drive island, people don't stop at the island |
| Inadequate at peak times at village. More parking required at station |
| Parking Balsall is already a nightmare especially around shops in centre of what was once a village |
| Fen End Road |
| New housing developments should take parking spaces and width of roads into consideration |
| Needlers End Lane is a racetrack of a cut through and needs traffic calming, like many of the roads in the village. Parking in the village needs to be changed to diagonal space not straight on |
| Station Road speeding, over 30mph. Kenilworth Road - too much heavy traffic |
| Quite a few potholes |
| Holly Lane patched in summer ruined in winter. All roads have individual potholes that are not repaired for weeks. Car parking is inadequate for existing shops |
| Speed humps in Kemps Green Road |

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| Balsall Street and Balsall Street East / Kenilworth Road especially between village centre and traffic lights to south |
| Calming measures required on roads around schools and shops |
| Speed restriction in Kemps Green Road / Stop roadside parking in Station Road between Kenilworth Road and Kemps Green Road, stop school parkers in Balsall Street |
| Dual carriageway between Balsall Common and Stonebridge 50mph area - most do over 70 and some even higher. The village - 30mph? I don't think so, some cars even overtake on wrong side of bollard because you are only doing 30mph |
| The lack of police enforcing speed limits has made 'Station Road' very dangerous |
| Not many keep to 30mph along Balsall Street |
| Balsall Street East - car parking is a problem everywhere e.g. round the primary school, in the village and at the station |
| Speeding - Kenilworth Road/Station Road/Alder Lane/Balsall Street and east. No point introducing more speed restrictions unless they are regularly enforced. At least 80% of people ignore the present ones, better to introduce 'gating' line the one by the catholic church. I have noticed that people do not respond to slow down signs, but strangely do respond to 'too fast' signs |
| Parking poor in centre of village |
| Alder Lane - constant speeding |
| On Kenilworth Road |
| Needlers End Lane - drivers constantly speed and take bends too fast and drive in centre of road - speed cushions would help. Balsall Street and Balsall Street East - regularly overtaken by cars exceeding 30mph speed limit |
| Road surface on Needlers End Lane is awful |
| We have a main route through the village it needs calming |
| Balsall Street East 'school'. Holly Lane new factory Land Rover |
| Speed on Station Road - from Balsall Street to village |
| Speeding through Kemps Green Road and Stoneton Crescent. Speed humps required and potholes Station Road |
| Kenilworth Road, Kelsey Lane, Alder Lane, Balsall Street, Balsall Street East, Station Road, all require traffic calming measures. |
| Better easy parking, small car park (free) for few hours, like Knowle has. They have lots of adequate parking. What we have has been fine for a village but bringing more traffic in with houses will affect this. |
| Kenilworth Road from Stone Bridge Island |
| Stop the parking in Hall Meadow Road opposite the doctors' entrance road, very hard for emergency vehicles to access if required as people park on the raised part. We already have speed restrictions, which are ignored by some, although majority comply. The new cobbles in the road by the new development on the Kenilworth Road are very dangerous - any cyclists or motorbike riders could easily be thrown into car or lorry path. |
| Meer End Road and Table Oak Lane |
| New housing need a lot more parking than at present, each new house must have 2 car parking spaces off road. |
| Speeding in general is probably not too bad but there are people who drive too fast along Kenilworth Road and Balsall Street East as you leave the village. New developments do not seem to have addressed the fact that each house has at least 2 cars and maybe more. |
| I live on A452 Kenilworth Road and we often get speeding motorists, particularly motorcycles. |
| We live on Balsall Street East opposite the school. Parking regulations are completely ignored and the situation has to be seen to be believed. Roads throughout the village are in a poor condition. |
| Due to more homes being built in the village, side roads, such as Arden Close, are being used by shoppers, which means on some occasions, residents cannot park outside their homes. |
| Traffic on A452 through Balsall Common often exceed the speed limit |
| New house should all have adequate off road parking (at least 2 spaces) |
| Speeding in 50mph zone outside village |
| The station parking is wholly inadequate. Parking at the Heart of England School is not sufficient so students park in adjacent roads which causes inconvenience. |

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| Car Parking is a real problem in Balsall Common. There certainly needs to be more parking provision. |
| Balsall Street East - traffic rarely obeys the 30mph limit |
| Speeding on Station Road quite common, as soon as cars get out of village centre roundabout. Parking always an issue in village centre. |
| Yes. Down Holly Lane as explained in Q15. Speed limit sign has been vandalised for some time. Speed restriction needs to be extended down Holly Lane past Frog Lane bend. As a pedestrian I have suffered several near misses. Behaviour/courtesy of drivers for school drop off/pick up needs addressing. Behaviour has deteriorated badly over last couple of years. |
| Some roads are difficult to negotiate because of parked cars where the house drive is already full. |
| Speeding is frequent occurrence but would be better restrict/reduce number of vehicles using Balsall Common as a through route when there are issues on A45 or M40. |
| There are traffic/speed restrictions which appear to be ignored. |
| Needlers End Lane - cars too fast at times, need to be slower on the bend in the road at the bottom end. On the dual carriageway too from The George in the tree down past Blooms - some cars way too fast. |
| Speeding on Balsall Street leaving the village. Needlers End Lane. |
| Speeding along Balsall Street/Balsall Street East, Needlers End Lane, Station Road is excessive. Supposed to be a 30mph limit but nobody seems to adhere to it. Some roads have not been resurfaced for a number of years including ours. |
| Kelsey Lane. Approaches to village (all). Balsall Street |
| Speeding occurs in Needlers End Lane, Station Road, Kenilworth Road and Balsall Street. |
| The car on Balsall Street and Kenilworth Road |
| Virgin Media have ruined the road surfaces, made them an absolute nightmare if you are on a bike. A lot of vehicles travel too fast in the residential areas - need 20mph speed limit enforced. |
| People drive too fast around the corner of the village. Some road surfaces/holes need repairing. The roundabout by Atkinson Stilgoe is very dangerous, my husband was knocked by a car on his bike there. |
| Speeding is routine on Balsall Street |
| Frequently on main road and through the various roads surrounding the schools. New housing needs car parking - village has proved so. |
| Dengate Drive used as a rat run when main A452 is congested. 20mph limit in estate is required. |
| Needlers End Lane. Station Road from Needlers End Lane to Balsall Street. |
| Kelsey Lane |
| Pot holes on main Kenilworth Road - Particularly by traffic lights (pedestrian) outside Heart of England School. Lorries hit these at speed - noise! Motorcyclists speed through particularly in summer months - disturbing. |
| Speed limits are not enforced. Speed limit reductions introduced are meaningless. 50mph limit on A446 is ridiculous. B-roads in very poor condition e.g. Watery Lane - dangerous. Parking on pavements is endemic. |
| Not enough car parking in village centre |
| Re finishing roads provides unsafe surfaces for cycles and motor cycles and over time leaves a worse surface. Resurface properly, road out of Berkswell to Coventry, road to Knowle subsidence, Station Road beyond station. |
| Speed restrictions needed in Station Road from village towards the station. Very dangerous, especially by Brickmakers Arms. |
| Roads are pot holed and traffic races through village - especially Station Road |
| A multi storey car park at the back of the horrendous Tesco building would increase custom in the village. Possible use of land for car parking in Meeting House Lane. |
| Through main A452 - speeding and along back road to station (despite speed bumps) |
| Village centre shops - too congested, should be car parks, not on road. New builds of housing - no additional parking on street - should be off street parking including visitors. |
| Speeding problem on Kenilworth Road. Numerous roads need sign fronts repair, not just patched e.g. Alder Lane (and approach to crossroads/lights). Developments must provide adequate and realistic car parking provision (i.e. not 2 car park spaces for a 5 bed house) |
| Streets that have double yellow lines should be patrolled especially at schools, morning and afternoon |

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| and prosecute people who break the law. Car parking on any available open space. |
| Kenilworth Road, Station Road |
| Kenilworth Road/Needlers End are used as racetracks. Traffic far too fast. |
| Balsall Street East. Definitely parking on new developments for more than one car per household/business |
| Speeding - Balsall Street/Balsall Street East - very bad. Speed restrictions need enforcing. Holly Lane road surface is appalling also needs widening. Parking - new development parking - at least 1 parking space per bedroom - not 3 bed houses with 2 parking spaces like in Temple Avenue. |
| Traffic speeds down Station Road between Kenilworth Road and Balsall Street. Traffic calming needed. |
| Speeding in general throughout |
| Speeding main road through village |
| Speeding on Balsall Street East is an issue. People frequently drive in excess of 40mph on this road. |
| Speeding occurs throughout the parish. Pavements need resurfacing as do the road, particularly after the broadband fibre has been laid. |
| Need for more centre parking. Many poor road surfaces. Traffic speeds not being maintained. |
| Traffic along Station Road regularly exceed 30mph limit. Fatal accidents already occurred but no traffic calming measures ever installed (humps would not impede bus service) |
| Road maintenance in general |
| Station Road. When potholes appear it is often a while before they are fixed, causing potential accidents. |
| See Q15 |
| Station Road is like a race track at weekends/nights. |
| Parking in centre awful and dangerous. Speeding down Station Road common. |
| Speeding is a problem along Needlers End Lane and Station Road, often by young drivers (m&f) who seem to exhibit a total disregard for everyone, but the answer is to catch them, not to introduce more speed restrictions which impact on everyone. Car parking was lost with the partco development so there is a need for village centre parking. |
| Potholes/sunk manholes and drains are an extreme hazard for cyclists (life threatening when avoiding them). More car parking provision required near train station, remove "car parking" facility on road next to GP surgery. |
| Kenilworth Road at times speeds are shocking. Speed calming using cameras that work is the only answer. Virgin Media have dug up roads and left them in a mess. |
| Parking in the village is an issue that verges on dangerous. Not helped by spaces taken up by people who work there. |
| Kenilworth Road through village |
| Any new developments need adequate parking for 2-3 car families. |
| Some of the country lanes need proper resurfacing instead of re-patching. |
| Speeding: Station Road/Kenilworth Road, Balsall Street East/Balsall Street. Road surfaces: Lavender Hall Lane through to Berkswell. |
| Speeding along the Kenilworth Road and along roads adjacent to schools. Gipsy Lane in particular is used as a "cut through" from Kenilworth Road to Holly Lane. Car parking is a problem on roads near to the station, where the official car park is insufficient. |
| Speeding is a problem on Kenilworth Road, need a speed camera. |
| Most side roads have bad pot holes |
| The Kenilworth Road is "nose to bumper" at peak times. A number of large lorries pass through late at night - why? Why not use another route between Kenilworth and A45/M42/M40. Terrible traffic on Kenilworth Road if problems on A46/M40/M42. Lorries park up in laybys overnight. |
| Speeding - Kenilworth Road, Station Road - even the small cul-de-sacs around the village. Road Surfaces - Holly Lane, Station Road (from village to station) |
| Main road from A45 through (Kenilworth Road) Balsall Street East and local roads on estates. |
| Balsall Street/Balsall Street East. Speeding is an issue. |
| Many modern developments do not provide adequate space for off road parking for today's needs, consequently these new developments can suffer from rows of parked cars, blocking roadways or tarmaced front gardens. |

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| Speed limits are not always adhered to, by the minority, especially young drivers. |
| 30mph speed limits are ignored - cameras needed. Bypass needed for heavy traffic that passes through village. |
| Regular issues with speeding near chip shop, if new developments are built, parking would be necessary |
| As people leave village towards Kenilworth they speed very fast. |
| Avoid the shops and amenities |
| Station Road used as a race track - Needlers End Lane |
| The village shopping area |
| If more houses are built they must have parking facilities. Village centre is a nightmare to park. Especially difficult for disabled drivers. |
| Road surfaces in the parish have improved in recent years but Holly Lane in particular is a disgrace. |
| Generally |
| More/safer parking by the shops on the High Street. |
| More parking needed in village centre. Traffic cameras in Kelsey Lane. 100% ban on parking outside school in Balsall Street East. |
| If a new development is built, parking should be adequate, so no one parks on the road. Parking in the village centre is awful and getting worse. There is going to be a nasty accident one day. |
| Speeding on Kenilworth Road, particularly at night. |
| Bus should not be allowed down Greenfield Avenue - too windy and creates danger. Parking at centre is too limited. |
| Kenilworth Road. Balsall Street by school. |
| Kenilworth Road being used by HGV in lieu of M42 - need traffic calming/slowing measures to dissuade HGV through traffic. |
| All main roads through the village |
| At any given moment, there are always areas of pot holing. |
| Station Road |
| Station Road - speeding |
| Dangerous driving by young drivers at night |
| Kemps Green Road. Balsall Street |
| Kenilworth Road - Suggest traffic lights that turn red on detection of over speeding. All housing should have parking for at least 2 vehicles off road. |
| Q18c Everywhere. Q18d Everywhere |
| Very limited parking at the moment. New housing bringing further traffic. Speeding is a huge problem on Kenilworth Road in particular, desperately in need of calming measures. Some roads have big pot holes that need repairing. |
| New developments needs car parking. |
| Already 30mph on Kenilworth Road but people still speed. |
| Kenilworth is far too busy and can't take the volume of traffic currently going through village. They have difficulty negotiating roundabouts. Also Kelsey Lane getting too busy. |
| Balsall Street |
| Speed along Balsall Street/Balsall Street East is appalling. The main road (A452) through the village is a nightmare in terms of volume (Mon-Fri) and speed (at other times) |
| Kenilworth Road from petrol station to Station Road |
| The X roads at Holly Lane and Table Oak is especially dangerous and is the site of many serious accidents. I have personally campaigned for X road signs in Holly Lane, and despite promises by council, nothing has been done. Parking in village is really inadequate. |
| Holly Lane, Fen End Road |
| Leave to the experts! |
| Kenilworth Lane, Holly Lane is a terrible road for speeding and is very dangerous and has seen many accidents, some fatal! |
| Fen End Road West towards the Jaguar Land Rover island. We constantly have speeding vehicles in the 40mph limit, making it very dangerous to exit our property and we have no footpaths to walk on to get out of the way of speeding vehicles. We really do need some form of traffic calming along this |

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| stretch of road. Since Jaguar LandRover opened, this is really very urgent, before we get a really bad accident! |
| Road surfaces are terrible. Speeding in Balsall Common is a huge issue. There isn't enough car parking. |
| Speeding is a problem particularly on the long straight rural roads, and these roads are in particularly poor state of repairs. |
| Remove 50mph restrictions - why isn't national speed limit good enough for this area. Would also result in less road signs which clutter the environment. |
| Station Road/Meeting House Lane - Speeding. Not enough car spaces on new developments, train station, shops. |
| Station Road from Hall Meadow Road to the village centre. Just drive around the Riddings Hill area. |
| Any new housing development should have at least one car park space per bedroom. |
| Boy racers driving without care through the shop area. Large lorries/trucks again driving without care along A452. Road surfaces must all be maintained at all times. |
| Speeding traffic along Windmill Lane, most vehicles exceed the 40mph limit, dangerous when walking at night as the vehicles are speeding and do not see you. Parking in the main shopping area is inadequate, dangerous trying to reverse out of parking bays due to speeding traffic. |
| There must be provision for parking around shops/station/school. If the school is "redeveloped" consider an airport style drop off approach. |
| Area around roundabout at bottom of Station Road |
| Need to enforce existing speed limits, not introduce new ones. Road surfaces are poorly repaired and frequently potholes making them dangerous for cycling and damage to cars. |
| Kenilworth Road and Station Road in parts are used by drivers speeding a lot of the time. Not just by 5 miles an hour. Sometimes way in excess of speed limits. |
| I witness speeding up Station Road and through village centre often and down Kenilworth Road. |
| Speeding Station Road, station end. |
| The Riddings Hill roads are very narrow and people are parking (if more than 2 cars) wholly on the pavement. Station users are now parking on Hall Meadow Road (sometimes 50) and are also using Riddings Hill off Hall Meadow Road. |
| Station Road - speeding problem towards station |
| Cars use Windmill Lane as a rat run, cars speed at least 60mph, even though the limit is 30mph. The roads have a lot of pot holes. |
| Road surfaces need much improvement, especially in Windmill Lane. Speed restrictions on all approaches to the village. Inadequate parking is a problem in Balsall Common, therefore any new developments should include parking facilities. |
| Windmill Lane and many surrounding roads have speeding problems. |
| Also car park too small at station - loads of cars park on roads nearby |
| Lavender Hall Lane |
| The biggest problem is parking to use the shops. The library car park needs an underground level. |
| Village centre. Railway station. |
| Many lanes and roads |
| The village and adjacent Meeting House Lane suffer from a level and speed of traffic out of kilter with size of the road. Meeting House Lane is treated as a "rat run" and volume and speed of traffic errs on the dangerous. Road surfaces on lanes are particularly bad (e.g. Windmill Lane). |
| Where development takes place |
| Speeding throughout the village appears widespread. |
| New developments should provide more than adequate parking |
| Speeding is a problem on all roads in Balsall Common |
| Village car parking is already inadequate. More housing will only exacerbate the problem. Cars travelling through shopping area are often travelling too fast. Speed bumps would help or similar e.g. chicanes |
| Speeding is a major problem in Kelsey Lane. 30mph signs do not stop speeding |
| Kenilworth Road / Balsall Street / Station Road |
| State of road surfaces around the village greatly needs improvement. Extra parking required to serve shops within village centre |

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| The parking is insufficient for the existing level of traffic |
| Balsall Street, Kenilworth Road, Kemps Green, Station Road |
| Holly Lane is like a rollercoaster |
| Balsall Street and Balsall Street East |
| Kenilworth Road is a race track. All drivers ignore the 30mph limit. If the police moved in with mobile on the spot cams, fines they could employ more bodies. Speed bumps are a menace to vehicle axles and human spines. Those that are currently installed should be removed |
| Speeding on our main road needs to be looked at / Traffic and speed reductions at main shopping area / Road surface needs improving at main shopping area |
| Speeding on A452 into village from Kenilworth, more parking required in village centre |
| Kemps Green Road / Station Road / Balsall Street East |
| Lorries on the A452 south speed badly late at night travelling south to north. I have no idea what the traffic calming on entering the village was expected to achieve, though it does look quite nice! |
| Speeding on the approach to Balsall Common. Some pot holes on roads. Stop cars parking near junctions and on pavements |
| A very few young drivers appear to want to drive fast along Station Road and along the shops. Speed calming measures will make sure they slow down and help other drivers reverse out of the shop parking spaces more safely |
| Car parking at station needs extending |
| When I was involved in the introduction of community speed watch into Kenilworth and Burton Green I noticed a decline in average speeds. The speed limits are adequate - they just need to be enforced (starting at Station Road outside the village hall). Most 4/5 bedroom houses will attract 2/3 car families plus visitors. This usually entails parking on the road, around the schools this is now a real problem |
| Many people (usually youth) speed along the A452. Properties need at least 2 parking spaces otherwise it spills onto main roads |
| Speeding is a problem along Balsall Street East and Alder Lane where cars and lorries try to beat the traffic lights. There already is a speed limit which is often ignored |
| Speed restrictions in village centre / 2 spaces per new housing unit may be sufficient for occupiers but not additional visitors. Suggest on site roads need to be wide enough, with proper tarmac pavements, to allow for parked cars. I would not have additional, dedicated parking given that land space is scarce. Would rather have greenspace |
| Speeding is endemic everywhere, speed cameras required outside schools, nurseries. Enforcement of the 30mph limits required. The road on Station Road was beautifully resurfaced - then within months a utility company dug it up and has left a trench behind |
| Make sure drives in new developments can take minimum of 2 cars |
| Speed along Meer End Road is now horrific. Even the 50mph is too fast for the Table Oak Lane junction area but traffic drives way faster with bikes > 100 mph along here. There have already been serious accidents and we all fear worse is to come. Even the police agree it needs calming measures |
| We live outside the village. Our lane is used as a cut through. The number of cars and lorries and their speed is dangerous and terrifying. Our lane has a 50mph limit which is ludicrous |
| Speed down Kemps Green Road too high and need speed bumps like Malthouse Lane |
| All new developments in last 15 years do not have enough parking / road space |
| Through the village centre |
| Maintenance quickly when deterioration arises, undulated where Virgin have disturbed roads - Asbury Road (also signage for school - left lying on grass) / At least 2 parking spaces per dwelling |
| Kemps Green Road, speeding parents going to the school Kenilworth Road in the village still has speeding traffic |
| Some roads in Balsall Common have been resurfaced. However most have not and are of poor quality causing high noise levels |
| During the summer months - boy racers use the island from George in the Tree to main island as their own personal speed track. Usually between 8-10, it's so loud my children complain of the noise |
| Station car parking and village centre. Generally, all roads have pot holes. Calming along Kenilworth Road needed |
| Speeding in Balsall Street and East at night |
| Village centre car parking. Road surfaces on side roads with no pedestrian pavements and unstraight routes |

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| Deep hole in road outside Knights Court causing loud bangs from lorries along Kenilworth Road |
| Yes. The new builds by 'crest' have poor parking for visitors |
| A452 speeding is a real problem when trying to cross on foot. Station Road also |
| Speed camera on Station Road near village hall to enforce 30mph limit |
| Many road surfaces (particularly rural roads) are poor. Repairs are often slow to happen |
| The centre of the village/shops is the only place restrictions should be introduced |
| Wootton Green Lane surface terrible, speeding on 452 from George Inn Tree to Hampton roundabout bad |
| Holly Lane / Library |
| Car damaged by pothole in Wootton Green Lane. Cars are still a fact of life for next 30 years, all new developments must have off road car parking for at least 2 cars per house |
| Sometimes motorbikes speed down Station Road |
| Speeding on roads around Balsall Common Primary School is a problem. We need speed humps on Kemps Green Road and Stoneton Crescent |
| Speeding on A452 - George in the Tree to the centre |
| Cars go too fast out of commuter hours and at weekends - noise pollution. It's only quiet when there is congestion. Speeding traffic by Lavender Hall Park - dangerous need to ensure cars don't park on roads - one off road parking space per bedroom is needed for every new property. This is a policy draft Tysoe NDP |
| Balsall Street East - traffic too fast, despite 20 mph limit. No speed bumps though. Need more parking if village expands |
| Kenilworth Road is a speeding problem / Railway station needs parking |
| Speeding on East/West routes is a serious problem which has resulted in accidents and injuries |
| Road surfaces are terrible along Fen End Road and across the Temple Balsall area |
| Speeding - replace the 30mph signs that have been removed from inside the parish of Balsall Common. Boundary speed signs are not enough |
| Virgin media needs to correct work on roads that is has done as its poor, plus pot holes need filling and certain drains needs clearing |
| Most roads have potholes, speeding on most roads by young drivers in the evening |
| Wootton Green Lane should be 10m instead of 40m. The lane would be dangerous to drive at 40m |
| Cars speeding on Kenilworth Road and potholes on same road |
| Village shops, drop off area for school |
| 20mph on village boundaries (20's plenty) Holly Lane is atrocious - needs resurfacing |
| Needlers End Lane / Station Road / Kenilworth Road / Balsall Street East |
| Speeding a massive problem on Kenilworth Road, especially at night and outside rush hour. Constant HGV use is ruining surface of roads. Car parking is terrible in centre, too much empty space behind buildings should be better used (need new village centre) |
| There are holes in roads at various places, we don't have need to have street parking on new development |
| Speeding is particularly prevalent in Station Road and also on the stretch of Balsall Street from its junction with Station Road, to the Saracens Head pub |
| Station Road, Kenilworth Road |
| Balsall Common all the roads where Virgin have been |
| The purchase of Co-op car park is an option turning it into 2 storey would help, or car park outside the centre. Restrict access to the centre of the village |
| Speeding - Station Road from roundabout - Knowle - long straight road, speeds well above 30mph usually. Need some speed restriction, high level of pedestrians using footpaths are vulnerable |
| Throughout the village there are cars parked on roadsides. There wasn't enough parking on the Riddings Hill development |
| No further speed regulations are needed, just implementation particularly on Kenilworth Road. More parking facility closed to village centre and also at the railway station |
| Speeding - Station Road from shops to rail tunnel |
| Balsall Street East is like race track daily / Since the speed limits to 30mph have been introduced they are not policed / Seems self-evident that there should be adequate parking in new developments |

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| Make sure there is sufficient space allocated within the development itself |
| Road surfaces on Kenilworth Road, Kelsey Lane, Balsall Street and Station Road are in poor condition due to excess use from cars and heavy lorries |
| Needlers End Lane and Station Road often suffer from speeding |
| Speeding is a problem on Kelsey Lane, Kenilworth Road, Station Road, Balsall Street East |
| Speed bumps on Station Road, Needlers End Lane, Balsall Street by school |
| Main Kenilworth Road, Station Road, Balsall Street |
| People parking half on pavements should be stopped because you cannot walk on the pavement especially if you are disabled, an adult with a pushchair or elderly with a scooter. Perhaps extra parking at the end of roads on development where we have smaller housing to allow for extra cars |
| More parking in shopping area |
| Speed down Kelsey Lane is an issue |
| Virgin have created pot hole type channels in roads |
| Speeding traffic - a need for average speed cameras on fast roads e.g. Station Road |
| Pot holes all over. Impossible to say where car parking should be on developments that have not happened yet |
| The A452 has too many people exceeding the 30mph |
| Kenilworth Road. Trains not included in this survey - really overcrowded and need better more frequent service |
| Main road speed control, improve road surface on country roads |
| Needlers End Lane too narrow and too many bends / Not speed bumps / Needlers End Lane (after mains services work) council / Too much street parking at present |
| Balsall Street and Balsall Street East, no one travels at 30mph traffic calming is needed and on Station Road. The car parking at the shop area is very dangerous with the amount of cars/kids/pedestrians using it |
| Housing development needs to reflect the reality of 2+ cars / property and provide off road facilities accordingly |
| Parking at Berkswell Station is pathetic / Parking to drop off or collect children outside the primary school is dangerous and causes confrontation / Traffic calming and 20mph should be introduced in the village centre |
| Speeding traffic - Station Road and Kenilworth Road. Speed bumps and road restriction are not the answer |
| Cars |
| Pot holes need fixing as soon as they appear, island near Nailcote has hole in it |
| Speeding on the A452 is the norm! The 30mph restriction sign does not work properly and without cameras or speed curbing measures (or a bypass) drivers will continue to exceed the speed limit regardless |
| Station Road / Kenilworth Road |
| Speeding on Balsall Street endemic problem. Speeding on countryside roads. No respect for farm vehicles and animals, also elderly and school children walking |
| Very difficult to park in the village, and impossible to park in the train car park after 8:30 am |
| Joy riders in Holly Lane, Station Road and Kenilworth Road - don't need speed restrictions, it needs policing. Need more car parking in village centre, by doctors and railway station |
| Balsall Street / Balsall Street East / All country roads to east/south east of parish in very poor condition, total waste of money on last repair/resurfacing project |
| Village centre and around public amenities such as schools and doctors surgery needs more parking spaces |
| 30mph speed limit is ignored |
| Speeding a problem on most roads |
| Kenilworth Road and Station Road |
| Speed bumps on Kenilworth Road, from traffic lights (Warwick into village) to roundabout only |
| Speed restrictions Balsall Street and Balsall Street East required - parking restriction outside junior school urgently required |
| All new developments must include provision for parking to stop overcrowded street parking - |

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| Berkswell gate |
| All around the village |
| Kenilworth Road - speed limit rarely observed |
| Truggist Lane - speeding / Holly Lane - speeding - no pavements |
| Speeding - Kelsey Lane, Kenilworth Road. / More car parking needed for Berkswell station users |
| The village needs to update itself in terms of vehicles. Poor parking facilities, traffic calming near the schools |
| A452 between lights and roundabout / Balsall Street East (especially near the school) |
| Hall Meadow Road and Station Road suffers from speeding. Many road surfaces have large holes. Specifically the station end of Station Road. |
| Speeding: Station Road Monday-Friday. Car Parking: Flats at Sunnyside Terrace |
| Speeding on bottom half of Station Road |
| Speeding Station Road/Kenilworth Road |
| Stop parking on Hall Meadow Road. Improve parking at station. People travel in from outlying areas and dump their cars on our roads. Now also have cars being left in local streets. |
| Riddings Hill and Grovefield Estate. More crossings needed in the village, especially with the large number of children around! |
| Speeding - Meeting House Lane, A452. Road Surface - Holly Lane, Waste Lane. |
| Assume every household owns two cars and provision parking appropriately. General repair and maintenance of local roads would benefit from improvement. |
| Kenilworth Road from George in the Tree towards Stonebridge. Needlers End Lane - resurfacing. Meeting House Lane - resurfacing. |
| It seems ridiculous that new developments just provide one or possibly two parking spots on 3+ bedroom houses when usually most people have more than one car. |
| Station Road (village centre) is extremely hazardous with vehicles parking and reversing into traffic flow. Developments do not offer enough off road parking. |
| All above applicable to latter end Station Road, leading down to island before Berkswell station. No more speed bumps but speed restrictions needed. |
| Kenilworth Road. Shopping area. |
| New houses should have sufficient drives/garages to accommodate household cars. |
| Windmill Lane speeding is atrocious - as a household we run and cycle along this lane and have had a number of incidents where we were lucky not to be knocked over. the 40mph is not adhered to. |
| There is a national problem with potholes - Balsall is no different. New development planning policy needs to be realistic and recognise car ownership in different areas will be high. |
| Most developments do not seem to cater for households with 2 cars or more which now seems to be the normal or average cars per household. This leads to mass on street parking. |
| Station Road between roundabout of Brickmaker pub - 4 serious accidents in past 10 years. A miracle there have been no deaths. |
| Max 3 per house |
| Any expansion of shopping in village centre will require review of parking arrangements |
| Particularly Lanes surfaces e.g. Windmill, Holly, Old Waste, Hob etc |
| Windmill Lane - dangerous speeding!! |
| Many potholes on small roads |
| Reduce speed in residential areas. Meeting House Lane needs footpath and road surfaced. |
| Speeding - Station Road, Meeting House Lane, Windmill Lane, Kenilworth Road. Windmill and Meeting House - still needs attention. |
| It only takes one car parked badly to cause a problem as all the new roads are so narrow. |
| Cars speed round corner into Windmill Lane. I almost got knocked over a few times. The corner needs to be squared off. We are told to encourage children to walk to school, yet I don't feel safe letting them cross. |
| Station Road - from station to village centre |
| Expansion of parking at Berkswell Station, speeding is a general problem, especially on Kenilworth Road, restrictions are in place. |
| Too many cars speeding |

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| Parking around schools is a nightmare, enforce a half mile exclusion zone around schools for parking. This would have a double win, more exercise for children and parents. |
| a) meeting house lane c) meeting house lane d) wherever |
| Pavement parking a problem, especially Meeting House Lane. Parking opposite the Brickmakers is a real hazard on a busy road. |
| Speeding up and down Station Road. Hall Meadow Road. Parking is awful on Hallmeadow Road. Station car park should be developed. Develop car park at back of Costa. |
| Boy racers in the village on Station Road. |
| The island by George in Tree and coming of Hallmeadow Road is ridiculous, they just carry on from village as though it's a dual carriageway. It needs sorting out as many near misses there. |
| Speed restrictions are currently totally ignored. Driving is totally law-less uncontrolled. No evidence of police interest in speeding. |
| I live on Hob Lane and there is no way the 40mph speed limit is adhered to (especially by a few regular cars)! Just fear one day a horse with an adult/children on will be coming out of the riding school and be startled. |
| Road generally in very bad condition. Parking around village is impossible. |
| Speeding is a problem even where speed bumps are located. All new housing developments should have parking for 2 cars. |
| Too many pot holes. On street parking unacceptable on estate roads due to limited road width. |
| Speeding in Station Road |
| Railway station - more parking. Already started parking on Station Road opposite Brickmakers. |
| Lavender Hall Lane, Spencer Lane, Hallmeadow Road, Kenilworth Road, Station Road, Hodgets Lane, Trugist Lane. |
| Meeting House Lane |
| Cars speed down Kenilworth Road, Station Road (past Brickmakers). Car parking in village (shops) is appalling. |
| I live in a country lane, daily cars flash by at speeds in excess of speed limit. Motorcyclists are particularly guilty. Road surfaces in places are appalling. |
| Speeding a problem on Station Road and Balsall Street. Introduce 20mph in Balsall Common centre. |
| Main road through village |
| Too many potholes - by Brickmakers. Parking should not be allowed along Hallmeadow road - too many parking there to use the trains. Speed through village and up the hill by Brickmaker Arms. Roads on new developments "narrow". They need adequate parking on driveways. |
| Parking on new development essential. Also more parking in village centre. |
| Speeding in Sunnyside Lane. Cars parked and left for days in Sunnyside Close and Lane. |
| 1. Station Road - both sides of village shops. 2. Large pot hole by Skew bridge. |
| The village centre is a nightmare to park and sometimes people speed through while others are reversing out. |
| There is some speeding in excess of existing limits. Some of the local roads need repairs (pot holes in Lavender Hall Lane). |
| 1. Station Road - corner of Needlers End Lane junction. Needs speed visors. 2. Pot holes filled!! 3. Station Road shopping parade - 10mph speed limit. 4 More parking at the station. 5. Parking banned on Hall Meadow Road opposite medical centre. |
| Speeding on B4101 (Kelsey/Waste/Nailcote Lane). Speeding on Station Road. |
| Car parks spacing near shops |
| Wherever a new development is located, adequate off road parking should be included. |
| We don't need new limits, just enforcement of existing ones. |
| It's no good having only one or two spaces per house when families with four adults live there. |
| Consideration should be given to pedestrians only , gone in the centre of village. |
| New developments never have enough parking for the size of the properties. |
| Speeding is bad in Station Road and Kenilworth Road. Road surface in Kenilworth Road poor in places. |
| Riddings Hill full of car on roads. Should be 20 at shops area. |
| Speeding huge problem around village centre/Station Road. Only last week car overturned on Station |

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| Road due to speeding. Dangerous as many pedestrians/children. Many pot holes on Station Road. Parking for station needs to be expanded - Hallmeadow Road has turned into car park on weekdays. |
| Centre of village. A452. |
| Road surfaces were bad after last winter but SMBC has done work to improve. More car spaces per house required in new residential development, not realistic to have one space each, need 2 incomes to buy hence 2 cars minimum. Speeding - more cameras. |
| No sufficient parking in village centre now, never mind when more houses built! |
| There is a substantial shortage if car parking facilities throughout Balsall Common. |
| Kenilworth Road |
| People with driveways should not park on the road. New developments should restrict parking to off road parking only. |
| Generally any new home site is saturated for house space and not enough for vehicle access or general passage. |
| Road surfaces have been patched in many places and need to be repaired properly. |
| Meadow Hall Lane |
| Speeding along Kelsey/Waste Lane - especially when the hump back bridge is replaced by HS2 which will only make it easier to speed and have more crashes at Hodgetts Lane junction. |
| Cars frequently speed through red lights at pedestrian crossings - roads round school often have cars going too fast (Kemps Green Road etc). Cars parking on pavement makes it very difficult to get past, on street parking voucher scheme may help. |
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| Humps need removing on Meeting House Lane. |
| Windmill Lane! Roadways/paving/kerbs/footpath non-existing. This roadway is a speed hazard, speeds of 30mph/70mph all day every day. |
| Lavender Hall Road - people using the station now use this road to park for free for the station which is becoming a road hazard. |
| Village shops. Schools. |
| More signs to be displayed and speed signs |
| Inconsiderate and thoughtless parking occurs on verges, in front of houses when village parking becomes a problem. |
| Lots of poorly maintained roads. 5 minutes on any road locally you will hit many uneven surfaces. Coming down Station Road turning in Lavender Hall Road is treacherous in the winter. |
| Speeding cars available every night. Village centre car parking limited and causes traffic. |
| The parking is the same all over the country because of the lack of proper public transport, people have to use their cars, our problem is expansion in homes and reduction in parking areas. |
| Windmill Lane needs attention. |
| Some roads where there is a speeding restriction of 30 - sometimes have some motorists driving too fast. |
| Very difficult to park in the village on Station Road and very difficult to back out of parking spaces. |
| Speeding is a problem on Kenilworth Road and Holly Lane, bay parking required in the village, by the railway station and at the doctors. |
| First 3 answers: Windmill Lane! |
| Station Road in village centre - 20mph limit |
| Speeding along Hall Meadow Road and Station Road, particularly at rush hour. |
| Meeting House Lane |
| Poor parking spaces especially around shop area. Difficult to cross Station Road (needs a pedestrian crossing for young and old residents). |
| Lots of boy racers. No police around. |
| Speeding a problem on Station Road. Danger compounded by parking on pavements. |
| Centre |
| Speeding - Station Road, Meeting House Lane. Car Parking - on roads such as Gorton Croft, the developers have not allowed sufficient space on the house drive for the cars, so in families with 2 or 3 cars, they park on the pavement or on the road. |
| Speeding - Station Road. 20mph on estates. More parking at station. |

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| Some roads are constantly being "dug up" - Kenilworth Road, Kelsey Lane, Station Road. They get "patched" rather than re-surfaced - cheap option. |
| Kelsey Lane |
| Along Meeting House Lane. Restrictions needed as used as a rat run am and evening. |
| A452 road condition is poor and heavily used. |
| More parking needed at station. Any future development should have more parking spaces. Parking on pavements should be addressed urgently. |
| Cars travel down Station Road and Meeting House Lane at high speeds and accelerating quickly. The area around the village centre shops is chaotic. The limited traffic calming measures on Meeting House Lane are useless (speed bumps are nearly flat and people race between them). This is highly dangerous on a narrow lane without pavements on large stretches. We must ensure access to new developments is not on this road and that measures are taken to address the current issues. |
| 20mph through village. Speed bumps down side streets. More parking needed, by station, doctors and schools. |
| Holly Lane, Table Oak Lane, Temple Lane, Fen End Road, all need pot holes fixing. |
| Station Road is a death trap with cars bombing up and down all night and day |
| Speeding - Station Road near the shops / Restrictions - Station Road near the shops / Parking provision - The village attracts commuters and many households have 2 or 3 cars |
| Road surfacing needs work in rural roads where lorries speed up and down, forcing cars to the side of the road edging in 12-18 inches deep in Holly Lane |
| Speeding major problem - centre of village and all roads around |
| Improved parking in the centre and parking is often difficult on new developments due to housing density |
| Kenilworth Road / Station Road |
| Holly Lane and Frog Lane road surfaces |
| Currently more than 2 spaces per dwelling needed, some street parking necessary. Lower density developments would help |
| The road surfaces are pretty poor with many large pot holes appearing all the time! All the more recent flats/housing developments have a lack of parking spaces. When visiting friends at these places especially in the evenings parking is a nightmare because roads are often narrow and the drives do not have room for a visitor to park |
| Speeding -Balsall Street East and Green Kemps Road. Parking major issue in village centre now |
| The Kenilworth Road in particular regularly has speeding drivers - especially those who use BC as a through route |
| Speeding on Station Road and Kemps Green Road in particular cause me problems |
| Into the village from Knowle, cars go too fast |
| Past Nicholson development seems tight |
| Kenilworth Road - Station Road |
| Speed restrictions already in place around village road surfaces not good. Council do not respond to complaints |
| Speeding problems - Balsall Street, Balsall Street East, Kenilworth Road, Station Road, Needlers End Lane |
| Any developments must provide driveways and off road parking, you can see how Coventry suffers because parking is limited in centre on new developments |
| Speeding at the Kelsey Lane / Kenilworth Road traffic light section towards the village pas the secondary school is very bad |
| Many roads have been damaged by poor repairs, get the job done right first time |
| Parking in the village centre is inadequate and there is a danger of accidents due to parking arrangement |
| Kemps Green Road speeding an issue especially at school time. Pot holes need filling |
| Windmill Lane between Catchems Cover and Holly Lane |
| Desperate shortage of parking in the village centre |
| Speeding on Station Road |
| Traffic speed through the often congested shopping area needs to be managed - with so many vehicles parked and often restricted vision due to larger vehicles so traffic calming would be beneficial |

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| I have already mentioned car parking. The shopping area and the railway station to name 2. I also live just off the Kenilworth Road and the vehicles do not adhere to speed limit, far too fast at the shops too |
| Station Road |
| Country lanes around Berkswell used as speeding rat runs - regular accidents at The Bear and Spencers lane |
| Car parking is a major problem and golden opportunity of using the site next to the co-op car park has been lost. A development off Meeting Lane area which is green belt would be alternative and maybe a development of shops and offices would work |
| Balsall Street and Frog Lane Holly Lane all require attention |
| Kenilworth Road traffic speed limits are often ignored, especially near Heart of England school |
| Fernhill Lane and Longbrook Lane are still very poor roads |
| All of the village needs speed restrictions but especially Balsall Street as people think its a 40 or 50 mph down there |
| Village centre is a massive accident waiting to happen either reduce speed limit to 10mph through village centre or remove all parking outside shops! |
| Station Road |
| A452 - both directions |
| Speeding on Station Road |
| Speeding is only a problem (or mostly anyway) when the lads have races or want to show off and put their foot down. A police presence would help / Car parking - perhaps gardens can be made smaller to accommodate car parking at the Jubilee centre area |
| Reduce the speed on the Kenilworth Road, Station Road. Parking for new developments should be made available within the development. Having read the proposal for centre of road parking in the village centre - would reduce parking, major impact on shops, that need local support. Do not agree with that idea |
| A452 Kenilworth Road. George in Tree to village centre, 30mph speed restriction should be enforced. Dangerous crossing to Lavender Park. Extreme flooding at junction of Lavender Hall Lane and A452, water sprays over footpath and is carried onto the A452. Very dangerous when it freezes |
| Along Meriden Road near Berkswell School speeding is an issue |
| Where necessary |
| Potholes on Windmill Lane and Hodgetts Lane. Speed through village centre and Station Road is a concern |
| Speeding can be a problem on certain roads / Traffic speed restrictions are already in place / Some road surfaces could be improved / Any new development needs plenty of parking - good driveways |
| Speeding along Station Road in village centre is a problem - needs better parking facilities and traffic calming measures |
| New estates - chicken farm is disgrace, Solihull planning department should be ashamed / In centre of village but not speed humps |
| Kenilworth Road racetrack, 20mph in village centre |
| Speeding along Station Road. Road surfaces should be kept in better condition with more frequent maintenance |
| New developments should allow for at least car parking for each bedroom. Ridings Hill is stupid - hardly any safe road parking |
| Needlers End Lane has some dangerous bends which are driven at speed. A particularly dangerous chicane at the junction with Speedwell Drive is made more difficult to navigate due to overgrown bushes near the public right of way which blocks views to the left |
| Inconsiderate driving past shops and parked cars in the village centre, with calming provision required between Meeting House Lane and Kenilworth Road (roundabout). New development should have parking provision in particular new amenities - shops, offices, parks, schools etc. Including employees of those titles |
| Many potholes along edges of roads making it hard for cyclists. Drivers regularly doing more than 30 on Kenilworth Road |
| My road has a huge parking problem and cars are often damaged by large vans, refuse collections. Youths in cars is a huge issue |
| Speeding and poor driving manners are exhibited daily around the village centre and schools |
| Between Sainsburys and Rose Court - speeding is a problem. Motorbikes a special problem and |

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| lorries at roundabout |
| People ignore 30mph limit throughout the village - especially Meeting House Lane, Station Road and Stoneton Crescent / Kemps Green Road. Road surfaces generally poor with pot holes and patches where dug up by utilities - Station Road, Balsall Street to roundabout exceedingly bad |
| I live on the Kenilworth Road which can be very noisy, as lorries drive over repairs the road after it has been dug up. These make lorries shake and rattle and add a lot to the noise |
| Speed restrictions on Station Road and Kenilworth Road |
| Kemps Green Road is a real issue both with regards to speeding and parking - especially at school drop off and pick up time. Crossing Kemps Green Road by Chattaway Drive alleyway has become very dangerous over the last two years with the increased number of pupils at the primary school |
| Balsall Street and Balsall Street East between Saracens Head Kemps Green Road - traffic not slowing as enters village and flashing lights aggressively when traffic pulls out of side roads even with a 200m gap |
| In Needlers End Lane it is used as a short cut from Balsall Street to Station Road. So we need traffic calming up the road, also the way they speed up Needlers End Lane, walking the dog or children playing on the green you have to be vigilant |
| 30mph speed limit is appropriate but needs to be enforced. 20mph by schools also agreed |
| Speeding is a problem throughout the village, hotspots are Station Road, Kenilworth Road and Balsall Street East / Drains and potholes are in poor condition too |
| Speeding problem - Station Road. Road surfaces - Meeting House Lane |
| Speeding along Balsall Street / Balsall Street East and down Needlers End Lane. Any new development should have adequate parking to allow each adult envisaged to reside at or frequent the property to park a car |
| Speeding on Kemps Green Road - Balsall Street East both Balsall Common |
| I don't believe further traffic or speed restrictions should be introduced but I do believe existing limits should be enforced. There should be a car parking space for each bedroom in a property - off road parking I mean |
| Car parking in the village is poor as spaces are not readily available, especially since people park all day in the car park behind the library |
| Traffic calming in Station Road. Speed cameras along Kenilworth Road. More parking spaces in Needlers End Lane outside council houses. Restrict parking in road/lane |
| People always speed along Kenilworth Road, especially past The White Horse. Roads need resurfacing not slurry scree as it's a waste of money |
| All the verges on the road around and in Temple Balsall are hazardous, numerous large and deep potholes appear every year, damaging tyres and suspension are dangerous |
| Potholes |
| The speed limit from the centre of the village to The George in the Tree is 30mph on the A452, but there are no 30 limit signs. Enforcement of the 50mph limit on the dual carriageway on the A452 to Stonebridge. People ignore the 50mph limit |
| People speed down Station Road and Needlers End Lane, off road parking new schools e.g. Balsall Street East |
| Roads are terrible since Virgin media have been through village |
| Restrict residential roads to 20mph with traffic calming measures. Police 30mph roads strongly with radar traps |
| Speeding is a general problem but Station Road is a particular problem. Speed restrictions should not be speed humps, as chicanes are more effective |
| Still far too many potholes. Poor quality repairs that do not last - Frog Lane and Holly Lane |
| There are adequate speed restrictions in place - they just need enforcing! The local council could earn £000's every month from speeding motorists along the Kenilworth Road |
| Car parking is horrendous, especially at the village shops |
| Speed in Station Road, potholes and bad road surfaces of Kemps Green Road |
| Speeding along main road, need to ensure new developments need 2 car park spaces off road |
| Idea of 1 and a half parking spaces per household leads to on road parking as 1 and a half is inadequate. Congestion on estate roads is a problem |
| Speed restrictions and traffic calming are only required around shopping areas |
| Speeding is a problem throughout Balsall Common and not only by the boy racers! Many semi-rural |

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| services are breaking up. The central shopping area is desperate for more parking spaces, instead we got more flats which had proved difficult to sell |
| Don't feel I can provide details if I don't know where the new developments are |
| Whitnash Road surface |
| No calming in some areas causes speeding - i.e. Balsall Street East past the school |
| Long standing potholes |
| We have a speed limit on the Kenilworth Road but isn't kept to limit. I don't know why because you can have lorries cars motorbikes speeding. Motorbikes are a pain on Tuesday and some Wednesday evenings. It really gets me down. We have new traffic and crossing lights at Kelsey Lane/Kenilworth Road, traffic stop on the crossing and over the white line. How can you cross over when a vehicles is parked on the crossing |
| Car parking is one of the major problems in Balsall Common - make the station car park multi storey, will alleviate parking in Hall Meadow Road. Also possibly look at library car park is there room to make that multi storey |
| Balsall Street - speeding still. Dangerous overtaking, Catchems corner resurfacing by Windmill Lane junction on Station Road and Hawkwood Drive. Kemps Green Road due to utilities work |
| Speeding on Station Road is horrendous. Racing is not uncommon - speed humps are required as a minimum. Needlers End Lane also suffers |
| Speeding is a problem, but more restrictions are not necessary as speeders ignore speed restrictions anyway. Existing speed limits are quite safe so long as drivers adhere to them. Road surfaces need improving due to the mess made by Virgin |
| A bypass would solve a lot of issues with spreading, congestion and wear and tear |
| Kenilworth Road north bound, speed control measures ineffective. Wootton Green Lane surface/verges very poor |
| Almost any road needs improvement due to damaged surfaces, priority to main thoroughfare to be given, thereafter a programme or assessment/repair of other roads. Any new development should have multi-vehicle off road parking facilities |
| Money is being spent on secondary routes whilst the main routes are getting worse |
| Local rural roads are a disgrace with pot holes and edges broken down leaving undercut tracks several inches deep which are dangerous to cars, cyclists. They have been caused by lorries, tractors, where they have been driven off road surface while other roadworks have been carried out to services narrowing already narrow roads. They require new tarmac not just temp fix |
| Roads should be 30mph not 40 or 50, visibility is poor and speeding drivers make roads very unsafe for cyclists and riders |
| Holly Lane, Oldwich Lane east and west, Balsall Street East, need speed monitoring, surface improvement, JLR site has seen increase in speeding. Bannerbrook development is prime example of insufficient car parking provided |
| Speeding on rural roads, frequent accidents at Table Oak/Holly Lane cross roads, poor road surface on Table Oak/Holly Lane and rural lanes. Inadequate parking for Balsall Common shops |
| Speeding in village - especially near shops, surfaces around table Oak Lane, Holly Lane terrible |
| Generally around the village |
| Speeding - main roads e.g. Kenilworth Road / Car parking - very dangerous in village centre |
| Dangerous speeding in Station Road from the shops to the station |
| People usually park in the space on Station Road, nip in and out of the shop, some use the co-op. Bring in reasons for people to shop here |
| Hallmeadow Road, Station Road - speeding |
| Speeding up the hill of Station Road, Station Road needs resurfacing |
| Station Road - BC village to station - speeding. Visitor parking in new housing developments |
| Youths speeding at night - need local police at night at hand |
| Village shopping centre, Kelsey Lane, Waste Lane, Truggist Lane, Hodgetts Lane, Station Road / More policing to make drivers adhere to existing restrictions / Dangerous pot holes/uneven surfaces especially Windmill Lane / Wherever new developments are located |
| Large number of potholes in roads - car parking stretched in the village centre |
| Windmill Lane |
| Poor road surface on Windmill Lane and Hob Lane |

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| Station Road, Riddings Hill, Grovefield Crescent, Kenilworth Road, Berkswell |
| Cars regularly speed on Meeting House Lane even with speed bumps. These need to be improved and speed restrictions put in place there |
| All housing estates and village centre should be 20mph / Consider other speed measures around village centre i.e. speed bumps on entry / General focus on pothole repair / Drive space proportionate to size of property i.e. 3 bed = min 2 spaces 4 bed = min 3 spaces |
| Speed limits are fine they need to be imposed by speed cameras to penalise the few who drive well above limits. Potholes need filling properly and regularly. Car parking often seems inadequate e.g. for flats above Tesco where parking spills over into library car park |
| Station Road from village to Berkswell Station has had a number of potholes which seem to take months to be dealt with. Any new development needs to recognise many families have 2 cars. Some of the new housing we viewed in Balsall Common had 2 bed terraced houses with no garage and only 1 parking space. If you drive along Grovefield Crescent you can see the problem of not allowing for enough parking spaces (do this in the evening when folks are home) |
| Through the village |
| Hall Meadow Road - speeding / Station Road - speeding and road services / If a new development, good parking must be a must for at least 2 cars |
| A425 potholes / Green Lane |
| Speeding is a problem in some areas. Speed/traffic restrictions do not seem to help |
| Driveways to be easily accessible from development access roads, to help prevent parking on road |
| Station Road, Kenilworth Road and Balsall Street / If new village centre/shopping area is created it should have better parking facilities |
| Damage caused and then poorly repaved pavements and roads by Virgin workers - heavy traffic during HS2 construction will cause further damage |
| Potholes / There's is no space at all on Crest Nicholson as houses built without garages, that's ignoring the families with 5 vehicles |
| Speeding is a problem around the village centre and adjoining roads. Our estate (Greenfield Avenue) is used as a cut-through/race track due to its lay out |
| We have young boys racing around |
| All new development should provide adequate on-site parking plus some communal parking / Road surfaces to be improved where necessary |
| Speeding in Kemps Green Road is a problem |
| Speeding down Balsall Street East from Temple Balsall approaching primary school etc / Round Stoneton Crescent especially at school run time |
| Speeding and Restrictions - Station Road, Meeting House Lane / Car parking - station |
| Most households in the area own a car for each adult, potholes need repairing properly |
| Road surfaces are degrading badly / Be realistic in providing parking for at least 2 vehicles per dwelling |
| The road through the village centre. The estate by Balsall Primary School is a nightmare to negotiate at school time |
| Speeding issues between Kelsey Lane and Windmill Lane on the Kenilworth Road / Traffic at crossroads between Alder Lane, Gipsy Lane and Holly Lane it is unsafe for school children crossing. Too many parked cars and lack of pavement. Needs a crossing |
| Particularly speeding issues around minor routes around schools where people use as rat runs |
| Speeding in the village itself to Berkswell station, speed restriction down this road would be good - Station Road. Wherever the new developments take place car parking is a must |
| Speeding - Kenilworth Road south of centre. This would appear to have got worse since speed limits reduced. Treated as racetrack at night. / Road surfaces - get rid of silly speed humps / Car parking - most families in village have 2 or more cars so provide for that |
| Station Road, young drivers in the main speeding Kenilworth Road through village particularly Kenilworth Road side of roundabout. Car parking in village inadequate |
| Speeding Needlers End Lane, Station Road |
| Station Road and Balsall Street |
| Speeding along Balsall Street |
| Main Kenilworth Road |

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| Any new development due to the village being at least a 15-20 minute drive away from any major town facilities (shopping, recreation) |
| Speeding is a problem on Station Road and Needlers End Lane |
| Too many cars blocking pavements |
| Through the estates, the village centre |
| Needlers End Lane |
| New developments should not affect pre-existing parking |
| More of the rural routes need repair. Very little money spent when you get out of the villages. |
| Speeding is an issue along Meer End Road and Holly Lane. The 3 shifts pattern at the JLR development, Fen End has increased traffic greatly on Holly Lane, which is not designed to cope with it. The junction of Holly Lane/Table Oak Lane/Brees Lane is an accident blackspot (5 to date in 2017). The road surfaces of Holly Lane and the Fen End Road are pock-marked with pot-holes; very unsafe for pedestrians, cyclists, horse riders and damage to vehicles. |
| Holly Lane is a dangerous disgrace - a bus route, commutes rat run and an access route to JLR. It is positively dangerous with broken verges and a poor uneven surface. It's interesting that all roads through Berkswell are freshly re-laid and immaculately kept. |
| Fen End Road has a 40mph limit which is totally ignored, There are also numerous pot holes which have been badly repaired numerous times. |
| Potholes in local roads a problem. |
| I do not support speed humps. They do more damage than good. |
| Yes but public transport and cycle/walking links must be the first priority. |
| Car parking is extremely limited in the town centre and road areas at times in state of disrepair. |
| Meeting House Lane |
| Parking in the village is sometimes impossible. Cars drive too fast down Balsall Street by the primary school. |
| Infrastructure already unable to cope. Proposed developments on triangle between Kenilworth Road and Windmill Lane will add to the current gridlock situation, destroy green space and have a detrimental effect on quality of life for existing residents. |
| Speed should be restricted on Station Road where the shops are. |
| Pot holes - wrecked alloy wheels |
| Speeding is a problem on Station Road, speed restrictions or traffic calming should be introduced. Road surfaces are generally poor across region. Car parking is obviously a consideration - many house now have 2 or 3 cars, new houses do not offer sufficient resident parking. |
| Windmill Lane - speed and surfaces. Meeting House Lane - surfaces - especially close to kerbs/verges. |
| Speeding is common along Station Road from the island with Hall Meadow Road to the village centre. Insufficient parking for the railway station has led to congestion of Hall Meadow Road. |
| We need less reliance on cars so increasing parking should not be a priority. Speeding on some residential roads is a problem (e.g. Meeting House Lane, which is much used as a cut through to A452). |
| Traffic speeds along Station Road, particularly downhill by the Bricklayers Arms and by the shops. Car parking on Elysian Gardens is abysmal and should never have got planning approval!! |
| Lavender Hall Lane has pot holes, at the entrance to the fisheries. Need to be fixed/filled. |
| Parking in the village is dangerous and there are too few spaces. |
| A lot more parking is required in both new developments and village centre |
| Speeding - Station Road |
| With more children staying at home for longer, more provision of parking required. |
| On country roads with grass verges, the sides of the road breakdown. |
| Station parking is poor as is parking at the shops in centre of village. |
| Speeding on Station Road - all directions and Meeting House Lane. Car parking on developments e.g. Riddings Hill, Grange Road and all around Balsall primary school is poorly designed. New developments need better parking facilities. |
| Speeding on Kelsey Lane getting worse. Especially at night and quieter periods during day. Lots of pot holes on Windmill Lane and Meeting House Lane not repaired for ages. Parking outside Costa on |

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| the corner marked as a space but not a full space and have been stood on the pavement a couple of times when people have driven onto the pavement thinking it's a space. |
| Stop cars parking on Meadowhall Road as station overflow. |
| Kenilworth Road in mornings and evenings, speeds of 80mph need stopping. Working cameras needed. Potholes on Kenilworth Road on approach to George In The Tree. |
| Speeding in the vicinity of the schools is a problem. Any new development near to services (e.g. school, station, doctors) must have time limited parking. |
| Even with great care, parking is now dangerous. If pavement each side were reduced by 2ft, it would widen the freeway for moving vehicles and make it less dangerous when reversing out of parking spaces. Also consider angled parking to improve sight lines when exiting spaces. |
| Meeting House Lane is a health and safety issue. No signage at pinch points to indicate priorities, speed bumps not effective; note no pavements beyond pinch points - lane is too narrow for 2 cars and pedestrians/horses, cars regularly speed, use the lane as a detour to avoid village. I know people who have been 'brushed' by cars. Please do not create an access from any development onto this lane!! |
| Speed restrictions (humps) on Kenilworth Road and Station Road. |
| Large pot holes on Station Road. Work completed by Virgin Media has caused damage. Current parking in village centre is not adequate. Damage to roads on Riddings Hill Estate due to Virgin Media installation. Large pot holes on Lavender Hall Lane. Speeding on A452 is a problem and can be heard in the village, particularly at night. |
| Near schools and centre of the village, various parts of the village, on street parking needs to be restricted, it is a real problem at the junction of Station Road and Sunnyside Lane. |
| All HGV and commercial traffic should be banned from using local roads. |
| High Street and on side roads. Poor transport links mean more cars per household. |
| All road surfaces need constant monitoring and maintenance. |
| If new developments are built (which I oppose) they should have enough car parking. |
| Living on Meeting House Lane, we constantly see vehicles speeding up and down the lane, at speeds completely inappropriate to residential areas. Speeding on Station Road is a very real problem, particularly around the "High Street" area - there is no consideration for those using the local businesses. Additionally, the 30 limit on A452 seems to be routinely ignored. How about a 15 limit on all residential streets and 25 limit on Kenilworth Road, along with effective speed bumps etc. |
| Speeding occurs up and down Station Road. Meeting House Lane needs potholes repairing. |
| On main roads, the speed limit is not abided with. Some pot holes in roads - Station Road, by station and Green Lane need resurfacing. Car parking is essential in new developments. |
| Speeding is a major concern as drivers accelerate up/down hill outside Brickmakers Arms. Noise also problem. There are no speed reminder signs. It is accident waiting to happen as we have witnessed several near misses with each other vehicles and pedestrians. Council is extremely nonchalant when problems were highlighted. |
| Speeding in Meeting House Lane is a problem. It is a lane and needs to be made a dead end at the tennis courts access from Station Road and Kelsey Lane. |
| The flow of traffic on Station Road is constricted. The volume of traffic on this road is high, particularly when trains arrive/depart from the station and at key school times. There is no short term pick up/drop off car parking at the station. Traffic can cross the Kenilworth Road/Station Road roundabout without slowing down and taking care. There are other traffic issues that can be specified. The road surfaces are poorly maintained. More speed bumps may not be the answer. They can be counterproductive. |
| Q18d is too vague |
| Speeding - Station Road to Berkswell station from village centre |
| Throughout the parish |
| Improvement of road surfaces - many public highways in the parish do not get maintained properly and efficiently. Carriageway and footway surfaces are generally in poor condition with many deep potholes developing, which do not receive attention for months, and sometimes years. Why do the council repair a single pothole only to leave several others only a few metres away unattended? One visit to carry out a full repair would be better and more efficient use of the funding. Unattended potholes are a road safety hazard and cause expensive damage to the wheels and tyres of vehicles. Road signage and other items of street furniture do not get regularly maintained. Many sign legends are unreadable due to discolouration of the sign face or obscuration by vegetation because the sign was poorly sited in the first place. Damaged signs do not get repaired or replaced for months. If signs are required for road safety purposes, they should be replaced immediately. If they are deemed |

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| <p>unnecessary, they should be removed. When the medical centre was built, a road hump was installed on Hallmeadow Road, the purpose of which is unclear to me. However, whoever was responsible for its design failed to understand that water does not flow uphill. The consequence is that both sides of the road flood every time it rains. There are "road hump" signs on Hallmeadow Road which are repetitive, and many of these are not required and could be removed to reduce the clutter and also ongoing maintenance liability. Parking on new developments - parking standards for new developments, particularly residential development, are not sufficient. On the Grovefield Crescent/Wilmot Close development, for example, many vehicles are parked on the road day and night, some with two wheels on the footway, causing pedestrians to walk in the road. Where this parking occurs around junctions, this becomes a road safety problem. On occasions, emergency vehicles would not be able to pass. The parking on Hallmeadow Road has increased over the years, and now up to 70 vehicles are parked between Station Road and beyond Riddings Hill, some half on the verges which are deteriorating. This parking makes it very difficult for wider vehicles to pass, resulting in north bound vehicles needing to mount the kerb to get by. This irresponsible parking needs to be stopped as it has become a road safety hazard.</p> |
| <p>Everywhere - it's also a national problem. Restrictions are generally ignored and so are a waste of money.</p> |
| <p>Parking on footpaths and without lights at night, both need urgent action. The present LED street lighting in the parish is useless!!</p> |
| <p>The more rural roads are constantly full of holes for example Windmill Lane/Hob Lane. Speeding on 40mph limits up to 60/70mph sometimes.</p> |
| <p>Road surfaces - where there's pot holes! More parking by shops - stop cars parking for hours. Stop cars (especially commercial vehicles) parking on pavements (throughout the entire village!)</p> |
| <p>Speeding - Station Road, Kenilworth Road. Traffic/speed restrictions/speed bumps on Gypsy Lane</p> |
| <p>Inadequately maintained roads. Too many deep pot holes. Some not repaired despite being reported.</p> |
| <p>Current roundabout and calming works well.</p> |
| <p>You only need to drive around any of the new developments to see cars parked all around on pathways, on road blocking sight of view.</p> |
| <p>Kenilworth Road: misused mainly by motorbikes (speed, noise). Most drivers travel at reasonable speeds. (The 30mph screens are wildly inaccurate)</p> |
| <p>Shops area is challenging for cars.</p> |
| <p>Road surfaces are poor on Station Road. Speeding is a problem in Balsall Street East in particular.</p> |
| <p>Parking in the centre of the village is a nightmare.</p> |
| <p>Speeding - Station Road. Road surfaces - fine for cars but rough at edges for bikes.</p> |
| <p>Lavender Hall Park, Village Centre, BCPS</p> |
| <p>Needlers End Lane is frequently used by 'racers' cars and motorbikes.</p> |
| <p>Re-design parking on the High Street - potentially 1 way diagonal parking.</p> |
| <p>Speeding along Kenilworth Road</p> |
| <p>Speeding - Station Road, Greenfield Avenue, Kenilworth Road, Needlers End Lane. Road surfaces generally a mess.</p> |
| <p>Station Road speeding is a bit of a problem.</p> |
| <p>Balsall Street East & Balsall Street (especially by the Saracens Head)</p> |
| <p>Balsall Street constantly speeding and dangerous overtaking</p> |
| <p>Speeding through village centre and A452 not policed. Inappropriate speeding on estates. Frog Lane surfaces shocking, also Holly Lane. Parking; local to houses, not on street.</p> |
| <p>Kelsey Lane/Waste Lane. Speed limits on Kenilworth Road not being observed.</p> |
| <p>Allow plenty of off street parking. Allow for some parking for white van man. Street parking always ends up a mess and causes disputes.</p> |
| <p>Centre of village needs more parking</p> |
| <p>Kenilworth Road (A452) between Kelsey Lane and Station Road, when not congested is seldom adhered to the speed limit</p> |
| <p>Speeding along main road through Balsall Common - bypass now urgently required.</p> |
| <p>Speeding on Balsall Street/East and adjoining estates. Speed restrictions already exist and do not work.</p> |
| <p>Speeding in Needlers End Lane and generally in the village</p> |

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| Stoneton Crescent and Station Road through village need speed restrictions. Holly Lane is in poorly maintained condition |
| Speeding down Kenilworth Road and Hallmeadow Road - bypass or traffic calming measures required |
| Parking by the shops is often very difficult and often impossible. Risky reversing out as constant flow of traffic up and down Station Road. Cars speed up and down Needlers End Road especially around the bend |
| Kemps Green Road / Balsall Street / Kenilworth Road |
| Speed bumps in Station Road near shops, cameras on Kenilworth Road - Sainsburys end |
| Traffic on the A452 sometimes travels too fast past the school and village centre. Speed warning signs seem to help in other areas. The road surfaces in roads off Kemps Green Road are breaking up with pot holes |
| Speeding - Needlers End Lane, Station Road to Balsall Street |
| Kenilworth Road is a speed trap that needs heavy controls - in particular eight wheel trucks |
| Speeding is sometimes a problem in Needlers End Lane particularly early evening and more dangerous in a residential road which bend on a main road |
| Speeding is an issue on Kelsey Lane/Alder Lane/Balsall Street East/Balsall Street stretch of road |
| Speeding on Station Road, Balsall Street and Balsall Street East unacceptable |
| Speeding problem Kenilworth Road South and Station Road. |
| Speeding - especially on Balsall Street, Station Road, Kemps Green estate roads. |
| Main road through village and Balsall Street East: speeds are too high. |
| Speeding on A452 from Kelsey Lane traffic lights to centre of village. A452 - Gypsy Lane junction - centre of village - round is breaking up (patch work repair inadequate!) No view re speeding aspect. |
| New housing should have minimum of 2 parking spaces/property and 4 spaces for 4/5 bedroom houses. |
| Speeding along Balsall Street East/Alder Lane every day and night. Junction with Alders Lane/Balsall Street East/Holly Lane/Gypsy Lane needs flashing lights to warn of junction - seen so many accidents at junction. |
| Generally improved parking in village. |
| The speed of traffic on some of the rural roads is excessive. Also the A452 can be very heavy at peak times especially around the schools. |
| Cars speeding along Station Road. Any new development needs more car parking. |
| Speed restrictions should be introduced on Needlers End Lane. |
| Most of the recent developments such as Dengate/Greenfield |
| Roads and paths are looking like "patchwork quilts" following gas, BT, improvements. This makes surfaces very uneven. |
| Main road between main island and Dengate island. Station Road from main island to Balsall Street. |
| Parking within the village has become more limited. Traffic speeding along Kenilworth Road is often a hazard. |
| Speeding is not a problem as there is too much traffic running through Balsall Common village, in particular lorries/heavy vehicles that use Kenilworth Road 24hrs a day. |
| Speeding is a major problem on Station Road in particular. Any new development should have to include sufficient parking to keep cars off street (i.e. 2 spaces min/property) |
| Traffic/speed restrictions - should be adequate if adhered to - speeding and erratic driving noticed by us on school run and in vicinity of schools and local roads. |
| Main Kenilworth Road |
| Speeding - no traffic calming measures on the link between A452 and Needlers End Lane and Greenfield Avenue. Speed restrictions - need to be more effectively managed and policed. |
| Drivers do not approach the village centre with any concern for parked vehicles reversing or any child/pedestrian who could appear between parked cars. All roundabouts along Kenilworth Road are approached too fast in either direction. The pedestrian lights when red see drivers block Station Road as entering the roundabout and sitting blocking access and therefore traffic movement. |
| Balsall Street/Balsall Street East, especially going towards Knowle coming past the school going out of the village, this is really busy in the morning and as work finishes. Speeds well in excess of 30mph. |
| Cars travel too fast in Station Road between Balsall Street and Kenilworth Road. |
| Generally throughout the village to deter "boy racers" and for safety of local residents. |

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| In Station Road |
| All along the Kenilworth Road. |
| Speeding - boy racers are still a problem, despite police signs. Also parking and parents driving around primary school is unsafe and will result in an accident soon. Too many cars in a small residential area at drop off and collect times. Needs traffic calming and someone in attendance and signage. Road surfaces dangerous for cyclists due to potholes. |
| There are parking difficulties over the whole of Balsall Common. Station Road from the village to Balsall Street is particularly dangerous with speeding vehicles. |
| Parking at the shops is busy at all times of the day. Cars speeding in area is increasing. |
| Centre of Balsall Common village. |
| Speeding - Station Road. Speed control measures - Station Road. Surfaces - Baulk Lane, Fen End. |
| Village centre needs more parking. Near the school needs more parking. Speeding on main A452 and Balsall Street East/Balsall Street. Pot holes on the road to Knowle. |
| Station Road people always speed. |
| Speeding a long Station Road, particularly in between Needlers End Lane and Kenilworth Road. |
| Main route on A4177, road speed is 50mph, motorbikes travel 70mph plus. |
| Needlers End Lane and Station Road. Poor quality of resurfacing. Reduce on pavement parking. |
| Speed restrictions should not be speed bumps but other options e.g. one way passing places. |
| Some speed down Station Road (village centre to Balsall Street). Road surfaces: i) Lavender Hall Lane ii) junction after Nailcote Bridge iii) just drive around, you will find them! |
| I couldn't think of anything worse than speed bumps in Balsall Common. These would completely spoil the look and feel of the village. Couldn't you look at a community speed watch? Send warning letters to offenders. |
| Speeding - Station Road, Balsall Street |
| Approaching the island in the centre of the village on A452 and through the village on Station Road. |
| Station Road, Balsall Street (between Station Road and Saracens Head) |
| The newest development near me allowed one parking space per house. Most have two cars. No provision has been made for visitors so the area gets very congested with vehicles. |
| Speeding/restrictions: Up Needlers End Lane - traffic bumps/calming required. |
| Kenilworth Road - is the speed 30 or 40? No clear notices. |
| The village centre |
| Parking at shops on Station Road is dangerous to drivers and pedestrians. |
| Balsall Street/A452 |
| More people equate to more parking needed. Hence local shop by any big developments to stop the need for lots of additional parking. |
| Speeding on Balsall Street, Balsall Street East and Station Road. Seems mostly by through traffic rather than locals |
| The parking at the shops should be in a herringbone style, as most times people are reversing out into oncoming traffic |
| Speeding might well be a problem for certain roads, but not our own. Car parking is a problem because lots of people want their own car and to park it at home |
| No speed bumps but more speed restrictions are needed for example close to school and Station Road |
| In and around the village centre |
| Station Road, Kenilworth Road, Balsall Street |
| Station Road both sides of the island. Balsall Street and Balsall Street East / Kenilworth Road |
| All new developments have poor parking facilities |
| Speeding along Kenilworth Road and Station Road |
| Balsall Street East school no parking outside for 200 yards each way |
| There needs to be more traffic police with speed cameras as motorists are constantly speeding as they know they will get away with it. Station Road, Kelsey Lane, Gipsy Lane (outside school) and Alder Lane/Balsall Street East particularly bad |
| Speeding and restrictions on Balsall Street East/Balsall Street and Station Road |

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| Traffic speed along Balsall Street East is excessive, parking on the village centre is inadequate for the number and type of shops |
| Speeding along Kenilworth Road is a problem. Cars overtaking in the 30 mph zone, especially speeding towards Kenilworth, reduce late night HGV use of Kenilworth Road |
| Yes, 7 commercial development in BC Centre. Also traffic calming needed in Station Road between station and Green Lane, Kenilworth Road, Balsall Street East |
| Speeding is a problem in particularly built up areas. It is not too bad in the village if current restrictions are observed. Adopt Green Lane and build a decent car park in a corner of the park |
| Speeding along Balsall Street is an issue, road surface on Barston Lane, Station Road and Truggist Lane |
| Speed on Kenilworth Road. In new developments |
| Station Road excessive speed, used as cut through |
| Parking on Needlers End Lane from Ferndale Road to Balsall Street East by council houses tenants in front of private houses on pavements and in front of driveways causes safety hazards when reversing from drives. For pedestrians using wheelchairs and pushchairs either have to walk on private gardens or into road. It also prevents road sweepers from clearing into road. It also prevents road sweepers from clearing gutters which results in blocked drains, parking should be provided for these residents. Safety hazard |
| New housing should include adequate parking per unit |
| Roads on Kemps Green estate need resurfacing - speed restrictions are in place - but not policed |
| Cars drive far too fast along Station Road and from the station through the shopping area, it is a miracle there hasn't been an accident by now |
| Household member plus son have both damaged cars due to potholes in road |
| Kenilworth Road/Balsall Street East/Kelsey Lane/Station - local roads in housing developments i.e. everywhere |
| I would like speed restrictions but not speed bumps, have speed control cameras instead |
| Village and Berkswell train station parking facilities need improving |
| Speeding is a problem, mostly at night overnight on the Kenilworth Road |
| Holly Lane especially since JLR moved to the area traffic has increased immensely |
| Kenilworth Road / Balsall Street and Balsall Street East |
| Surfaces need improving on service roads, to deter the speedy drivers entering the village from the traffic island a speed bump is worth a try! |
| Balsall Street and Balsall Street East with speeding between Saracens pub and Station Road |
| The main road in evenings and quiet periods often has speeding traffic |
| Down Holly Lane - 50mph speed limit, at night can hear cars speeding along |
| Traffic too fast on Kenilworth Road, potholes bad at edges/kerbs -affecting cyclists |
| More provision for parking at railway station |
| Recent resurfacing (last 2 years) had left uneven surfaces and poor drainage. Malvern Road, Clive Road, Meeting House Lane. More parking in village is needed |
| Station Road, Balsall Street East |
| Speeding is a problem with the youth of the area. Very loud cars screeching down towards Needlers End. |
| Lack of parking is a major problem. Speeding on Kenilworth Road and Station Road, also through Greenfield Avenue/Dengate Drive. |
| Station Road from the bridge up to the village, Needlers End Lane/Ferndale Road - already reported to LA with no joy! |
| Holly Lane - the 50mph limits signs are ignored and are moved side wards by persons! |
| Needlers End Lane/Station Road and within the housing estates - see Q15. Cycle and mobility scooter paths. |
| Speeding in the evenings when traffic is light is the greatest issue. Once a by-pass is delivered then restrictions need imposing and 20mph zones need to be introduced outside all schools, community facilities and central area. Car parking in new development need to be appropriate for future electric cars. |
| Rural routes like Longbrook/Fernhill roads. |

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| <p>Many households have more than 1 car, especially larger houses with late teens. Roads tend to be narrow, off road parking essential. Insufficient in village centre and around and within schools.</p> |
| <p>Speeding along Kenilworth Road and past shops in Balsall Common centre - cameras. No speed humps!!! Potholes should be rectified promptly. Contractor's road works should be of a higher standard as, too often, they subside. All new developments should have sufficient car parking off road.</p> |
| <p>Around our estate and on Balsall Street</p> |
| <p>At night young drivers do speed down Kenilworth Road and Balsall Street East. Many side roads have pot holes and need repair. Parking is a real issue by the shopping area.</p> |
| <p>Most roads need resurfacing</p> |
| <p>Station Road and adjacent roads are used by all sorts of people greatly exceeding speed limits. New houses should have adequate garage/off road facilities relative the number of cars - 2 x adults and children 17+</p> |
| <p>Station Road - Southern end - speeding especially on weekend nights. Similarly Balsall Street.</p> |
| <p>Need better parking facilities by the station as there are going to be problems in Hallmeadow Road. How about double the level of Berkswell station car park and put a small charge on it to pay for the car park.</p> |
| <p>Speeding on residential/estate roads is a concern even where road design was intended to keep speed to a reduced level e.g. lots of bends and twists on main estate access roads. Some people see these as a challenge to drive even faster - like a chicane on a race circuit.</p> |
| <p>Speeding - we see this in 'high' performance cars racing along the main road. Need better cameras to pick up above and put film in them. Car parking - please do not approve new housing without at least 1 designated space per dwelling.</p> |
| <p>On the main Kenilworth Road, which is a continuation of the A452 dual carriageway, we have a lot of heavy traffic - lorries in the early hours of the morning and until late evening, causing pollution not only of the air but noise pollution. Lorries should be made to use other routes (i.e. the motorways) unless for access.</p> |
| <p>Speeding is a problem, but restrictions are not the solution as these can be ignored, traffic calming is the solution. Future developments should have at least one garage per household and two car parking spaces on drive way.</p> |
| <p>Speeding is a problem on Kenilworth Road and Kelsey Lane and probably other roads. Road surfaces are very variable and the pothole situation is extremely bad!</p> |
| <p>Speeding on Station Road. 30mph max on all roads within built up areas of village.</p> |
| <p>Elysian gardens development has far too little parking especially for 3 bed houses with more than 2 cars and any visitors - combined with a narrow road and no pavement this causes real issues with congestion as there is no space for on road parking.</p> |
| <p>Younger people are speeding esp. Needlers End to Station Road. Probably need to encourage cycling rather than more parking in the village</p> |
| <p>Speeding on main A452 - noise of braking at newly placed traffic lights at Alder Lane. Do those speed cobbles by new development really work? 'Quiet tarmac'? Bypass as promised 20 years ago needed.</p> |
| <p>Speed calming measures generally counterproductive. Parking is dangerous and needs a longer term solution</p> |
| <p>Yes on B roads</p> |

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| Q19n - How frequently do members of your household use the following services in Balsall Parish? Please make any suggestions or improvements to any of the locations above in the box below. |
| Willow part needs TLC - CCTV or the children's play area moved to nearer the road boundary to stop vandalism. Also be lit at night |
| I do use the clubhouse at the Lant as I am a member of the local running club. Drainage is an issue at Willow Park and Lavender Hall Park after heavy rain |
| Jubilee centre needs better audio/visual equipment. Current facilities are very basic and temperamental |
| Although not using the sports pitches at the Lant, I am a member of the sailing club based there and use the meeting facilities there weekly |
| Lavender Park and playing fields every week daily, it's great to have such a place available |
| The Hornets play football at the triangle on Lavender Hall Lane, which is leased from the council. Why is it not listed above? It is used by the 7-18 year olds more than any other sporting facility. The council should work with the football clubs to further develop this and the top of Lavender Hall Park |
| Lavender Hall Park extend the paths around the football pitches to give a longer circuit |
| Defer anti-social behaviour in local parks, especially Willow Park where youths congregate and drug business is evident |
| My kids need sports facilities as youngsters. Parents should walk stop cars parking around primary school especially on our road |
| Lavender Hall Park needs better play equipment. Swimming pool |
| Grass cutting at Holly Lane should include grass collection. At present the grass is cut and left on the surface |
| Library opening times on Fridays |
| Willow Park is a mess, grass is cut in bad fashion, part of the park is dug up, play area has large rubber tiles missing, dog poo bins need emptying more often. A sign saying 'no dogs' yet park houses 2 bins. Trash is very often strewn around the park. Needs to be looked at very closely and action taken |
| Improved maintenance |
| Parking for Holly Lane - football |
| Would like to see more allotments - small size for elderly people |
| The library is excellent. The village hall always seems to struggle with funding - floor problems or flooding in car park. There are a huge number of dog owners around the village and a good number of dog waste bins, which should be remembered/considered with footpaths - unfortunately there are always a few who do not pick up |
| As elderly people we don't use the playing fields but feel they are important for younger residents and therefore need preserving. We like walking and the footpaths are important. We can see that the allotments would be important to preserve as the library and jubilee centre |
| More play facilities for children in play area |
| Willow Park, said to be used for drug dealing, really? My sons will not go there because of it |
| Improve children's play area, Kenilworth Park is lovely |
| There are no decent play areas for children |
| Most activity in local facilities is in the day, when we are at work. Limited evening activities |
| Holly Lane playing fields need retaining - major priority. Generally kept very well. Need new goals. Access from Holly Lane could be improved. Lavender Hall Park - generally kept well but football pitches need investment. 4G pitch ideal, Willow Park underused as seems unsafe and secluded. However, investment better spent elsewhere in village |
| Upkeep of park with more amenities |
| Please leave Holly Lane playing fields for sport, dog walking and walking |
| Locations are probably okay but safe cycle / footpath routes and improved public transport would greatly help |
| Walking football for elderly, better facilities required |
| Continuation of pavement from St Peters to allotment in Holly Lane / Reduction in height of large conifer hedge around allotment / Black bags for dog waste provided at each dog waste bins / This allotment and playing field (Holly Lane) is a vital community resource which should not be acquired by developers |

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| Lavender Hall Park should ban loose dogs. It is just a shambles used by commercial dog walkers and show no care or rewards to the old or infirm residents. Go and poop in their own gardens |
| Need for toilets / changing facilities at Holly Lane (football). Waste bins especially for dog walkers |
| Please improve the play equipment in Lavender Hall Park |
| Some lighting in Lavender Hall Park would be great - so it can be used in the evenings too. Some protected gardens in the park for locals to sit and enjoy with the wildlife |
| We are of a certain age and that is the only reason for our 'never' ticks but we feel these are all very beneficial to the village |
| It would be nice to have all the sports clubs in one space. In a new purpose built leisure centre |
| Protect Holly Lane playing fields as a permanent green space |
| Grange Park! Every day. |
| We all work full time so aren't at a stage to make use of these facilities - that's not to say we won't at some point in the future so we still feel these facilities are very important to the village. |
| Jubilee Centre needs to be more accessible. |
| More supervision of play areas |
| n/a |
| Tennis club reduce fee for pensioners |
| Would use Holly Lane allotments if I was aware of their existence! |
| Improved parking to football (Holly Lane) |
| I use allotments 2 or 3 times a week, but not daily. Most plots are kept in a good condition because demand for plots is high. This is good exercise, promotes healthy eating and has a strong social element. Many plot holders have worked their plots tirelessly. This area should not be "developed". I've spotted fire crests, long-tailed tits, wrens, jays and often hear owls on the site. Evidence that badgers visit the site. "New" library is excellent as is "new" doctors' surgery. |
| Advertising and making things known. I would use the village hall - especially for adult education slots but I don't know what's on. The Bugle magazine is very helpful though for informing me. The library is excellent, but I don't know what's going on unless I find out by chance. |
| Access, Car Parking |
| Willow Park needs redevelopment. It has tired and outdated equipment. There is a lack of equipment, lots of cannabis smoking youths and anti-social behaviour. Needs major investment and a good tidy up. |
| Assist rugby club financially so it can grow and become a part of community - very much seen as "too far away" to be seen as a full part of community. |
| The village would benefit from a very much larger hall for more varied communal activities |
| Drug use is a problem. Drug dealing in Holly Lane. Anti-social behaviour puts people off Willow Park. Vandalism - removal of equipment. Increased police presence required to make village feel safer. |
| All should be retained and developed to be the best they can be. |
| Not "sporty" so do not use facilities, but they should be provided for others as a lot of sport goes on in the village, but there is always room for more. |
| When my children were growing up they said they used tennis club/football and other parks and these were (and remain) very important. |
| There is no hockey at the Lant - it cannot be played in the village as no astro!! If one were provided locally it would be well used. |
| CCTV at the lower entrance of Willow Park would identify the drug dealers so they can be removed from the area. |
| Play equipment to be added to Holly Lane fields |
| More regular collection of rubbish/broken bottles in Willow and Lavender Hall Park. |
| Also on the park at the grange |
| Dogs running off the lead in the parks often creates a nuisance to other users - create areas fenced off where dogs can be off the lead. Similarly, cyclists on the paths at Lavender Hall Park can be disrespectful and travel too fast without considering walkers. Perhaps they could be requested to use the paths with appropriate care and courtesy. |
| Use Lavender Hall Park for walking and enjoying the open space. No need for improvement. |
| Retired and disabled. Parks and sporting spaces beyond my capabilities. |

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| Those that I use I value and are fine as they are. Please make sure they stay that way. Another question could be - do you cycle or run (leisure) on the roads in and around the parish? To which I would answer - weekly. |
| Swimming pool at Lant. Move rugby club and hockey back to the village. CCTV in Lavender Hall Park (car park area) |
| Would be great to have one major location for all outdoor sports in village with large clubhouse and car park. |
| More allotments to encourage home grown vegetables. |
| Holly Lane playing fields - cut the grass |
| Village Hall needs updating and used in a more useful way. |
| Register blind none above works for me |
| I would like to play tennis now and again. But I don't want to pay to join a club to do it. Free courts only available in Kenilworth Park |
| Benches would be nice at Oakley |
| More availability for local businesses to hire halls/space to offer classes for local residents. Keep spaces clean/low rent and organise hourly schedule well, to ensure all spaces are used to maximum potential. i.e. hobbies/fitness/education etc |
| Village Hall - pre-school needed in daytime. Library - since charging children, we don't use it! Public tennis courts in Knowle/Kenilworth/Warwick/Solihull/Leamington Spa. Adult exercise equipment in the park such as Hampton! |
| More dog poo bins please! |
| Better playground facilities in Lavender Hall Park. Adventure playground. |
| The majority of services above are all to favour the younger population. I would like to see more done for the ageing people. A centre for leisure purposes would help to enhance the lives of the elderly as the numbers are soaring in Balsall Common. |
| Lavender Hall could do with some adult exercise equipment. |
| Parking at Lavender Hall Park needs expanding. Saturdays when the football is on at the club and in the park is impossible. Sundays aren't much better. |
| More dog poo bins and seating areas |
| Lavender Hall Park / Improved maintenance on park equipment |
| My family have grown up and left home. I am a sole occupier and use few of the facilities these days |
| The village hall needs a make over |
| Our community hall facilities are tired and dated (notwithstanding the fantastic job done of the interior of the Jubilee centre) We need a flexible, modern community hall/facility |
| Willow Park is not well maintained. The surfaces need repairing, more litter bins required |
| More advertising that they are there |
| We used all these places more frequently when our children were young |
| Playground in Holly Lane |
| Village hall - relocate, larger with more parking |
| Dog mess bins and regularly emptied |
| More seats in Lavender Hall Park |
| Better signage for Berkswell Cricket Club |
| Lavender Hall Park needs additional and replacement of benches |
| Holly Lane is an important green space - must be protected |
| Lavender Hall Park - The anti-social behaviour needs stopping e.g. burning of benches and waste bins. Solution - more police routine checks, CCTV or houses built to allow natural surveillance of park |
| Cost of tennis/cricket is a lot when you have 3 kids |
| More advertising of events in these locations |
| Willow Park - Anti social behaviour, arson, littering, drugs, alcohol, fireworks, vandalism, dog faeces and off leads |
| Have a full footpath circular route in Lavender Hall Park, so a footpath going all the way round through the nature reserve - or at least make suitable for pushchairs. Too muddy to walk through in winter |
| Lavender Hall play area needs much improvement |

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| We are new to the area |
| Lavender Hall Park - more seating |
| Would like to see public tennis court - don't want to join a tennis club |
| Willow Park, grass cutting and cleaning |
| Major overhaul of playground facilities required in Lavender Hall Park. See Abbey fields in Kenilworth for a green space for families of all ages |
| Drug issue at Willow Park has still not been addressed - because we no longer have access to the police |
| Village lacks a focal community centre which can cater for large and small events in contemporary setting with up to date facilities |
| Still important to keep Lant sports facilities even though I don't use them. Same parks for children. I did use them when children were young. Drink, drugs and vandalism is a problem in parks and car park in village. Needs policing |
| I would like to see the library file books by genre |
| Don't build on it |
| Improved water drainage on Holly Lane |
| At our age we're unlikely to make use of sport/play facilities |
| Remove willow trees around scrape in Lavender Hall Park and replace with suitable low growing hedging. The nature reserve area just gets left. Mowing needs to be increased in that area to more than 1 strip wide - the remainder of the park is folly cut! |
| Lavender Hall Park - bigger and more litter bins to cater for the numerous dog walkers to prevent frequent overflow. |
| Far too many suggestions in 1 question. 12 in and around Balsall Common, a postal address. The wider area of the parish, exception being Fen End, is ignored. |
| Additional dog waste bins and improved collection |
| Open tennis court - not just members. Cycle path down Holly Lane to rugby club. |
| We go to Kenilworth library as the Balsall Common library doesn't have as many good books for baby/toddler. |
| Most are exclusive, and a membership is needed?! Dog walking is no longer a pleasure in this area like it used to be. All the accessible country footpaths are now targeted for development or have already been developed. |
| Seems to be confusion as to whether the Lant is available to everyone. The cricket/tennis club make it very awkward for anyone else to use the facilities. |
| Hockey pitch somewhere. Balsall play at Westwood. |
| We don't use library anymore, simply because my girls are older now but when younger we used it weekly. |
| There is no "central" park which could give people opportunity to gather, talk, communicate etc |
| Was not aware most of them existed. |
| Better advertisements for local activities. More representation of young couples (without children) |
| More to do in Lavender Hall Park - a bigger selection/variety for 5-12 year olds. Climbing frames - novel/interesting design. The park is so boring - we need innovative ideas for the park. Also, park attendants to oversee any issues of damage and vandals. As well as ideas to enforce fines for people who do not pick up dog foul in the fields and grassland around park. If they can't pick up - get rid of dogs! Shouldn't be allowed to own dogs. |
| Bench should be replaced at Lavender Hall Park (it was destroyed by fire and not replaced). Bins are not emptied frequently enough. Restrictions on dog walkers as lots of dog fouling in the area. I have a dog and get fed up of picking up other owners/dog walkers mess. |
| Need to review night use of Lavender Hall Park from being used by drug users. |
| Stop dog owners from exercising their pets off leash and largely out of control. The football pitches by the car park are a prime example. I have had many run-ins with inconsiderate dog owners who feel everyone loves their pet. |
| Tennis courts should be free! We are retired so do not use many of the sports facilities. |
| 1. Willow Park children's play area needs modernising. 2. Lavender Hall Park - dog walkers should have separate area, well away from children's play area. |
| Lavender Hall Park - children's play area to be expanded and upgraded, sand pit, ground level |

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| trampolines etc - similar to Abbey Fields play area. |
| Knock down library and Jubilee centre to allow scope to redesign village centre (& HSBC). Create new library and social centre. |
| Village Hall is in a good location but in need of maintenance and updating. It also could be re-configured at back of hall. |
| Improve and modernise play equipment in Lavender Hall Park. Attract more mother and baby community groups to village hall/jubilee centre. |
| There are no hockey facilities at the Lant. We have to go to Hampton-in-Arden to use theirs. My kids have in the past used the library weekly, tennis courts, cricket pitch, rugby club and football. Now choose to focus on hockey. |
| All of the above are important to the community and need to be retained regardless of my personal response. |
| Adapt the existing Lavender Hall Park to provide more selection, such as tennis courts, basketball courts, bowling, public swimming pool? |
| More equipment for children and adults in Lavender Hall Park. |
| Stop local drug dealers in car park of Lavender Hall Park |
| I didn't know there were allotments. How does one apply? More info on how to access allotments, tennis etc needed. |
| Get rid of the dead wood running the Lant. |
| Continued planting and maintenance. |
| Existing tennis courts should be made more accessible to public, very small fee charged for one off use. |
| Lavender Hall Park - improve litter picking and bin emptying. |
| Just because we personally don't use them, doesn't mean we don't think they're required. They are important for children, teenagers and adults trying to keep fit and should be encouraged. The more we have of these facilities, the better. They should be maintained and monitored (drug use/alcohol/bullying and damage/vandalism). |
| Village hall needs updating - not very appealing currently. |
| Village hall and Jubilee Centre are dated and places I would never use personally. Don't feel safe at Willow Park (ex council area) teenagers hang out and take drugs. |
| If more people move into village, existing sports provision needs improving. |
| Lavender Hall Park playground equipment needs upgrading. |
| It would be great to see more events and classes held at the village hall, jubilee centre and library, particularly at times that people who work could make. It would be great to have a running track (grass or otherwise) for free public use at one of the outdoor spaces. It would be good to have more walking routes in and around the green spaces. |
| Keep dogs out of parks or at least 1 of them. They are dog toilets and disgusting. |
| Jubilee Centre is a criminally underused resource - increased funding could provide a meeting place for teenagers to keep them from congregating outside Michaels drinks world |
| Promote what is on offer at these locations, I've lived here 5 years and never been communicated to |
| WIFI needed in village hall |
| The parks need better children's facilities |
| More advertising as to what's on at the town hall or Jubilee centre |
| Holly Lane playing fields are a recreation facility for young and old so must be kept at all costs |
| Local Willow Park at night |
| Holly Lane has lots of dog poo so is a danger to play on for children, but we would go and play more often if this issue was resolved |
| Willow Park needs updated equipment and move equipment with an expanded play area. All weather sports pitches |
| In some parks there is exercise equipment for use when walking through for use by adults. I would like to see some of these in Lavender Hall Park which is used by people of all ages |
| It is a pity that the Lant trust do not allow non-members to access tennis courts on a pay as you go basis. Annual membership is too expensive to justify occasional use |
| More adult fitness equipment in parks, maintain and add to existing children's play areas |
| No children in the house. All of these facilities are important to the community especially younger |

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| people |
| Lighting at these facilities would discourage bad behaviour. Library opening times can cause challenge |
| Allotments are impossible to get - we have been on the waiting list for over 5 years! Village hall and Jubilee centre could provide more drop-in facilities and events for young people. This would not only help alleviate anti-social behaviour (through reducing boredom) but help encourage a sense of community in younger generations |
| In Willow Park we need new gates and metal fence. A path into Willow Park like the other end of the park. A path at the side of the football pitch behind the houses and bungalows. We need a community garden in Willow Park, seating area for adults to meet up and have a chat. Also, trees and hedges need to be cut at the sides and the top of the hedge. We need to be able to be proud of our village and our parks |
| Car park by the Jubilee could do with a re-think, especially the access/exit over the path on to Station Road. It's hard to see pedestrians coming owing to the proximity of the buildings and hard to see the traffic over the cars parked at the edge of the road. Willow Park could do with regular upkeep, both to trees and equipment. Would benefit from lighting, CCTV, bike racks and more equipment, plus a path linking the top gate to the existing path |
| Willow Park would benefit from a through-route tarmac path for pushchairs/bikes |
| Any information on how to get an allotment |
| Allotments - many more needed, close to the village e.g. off Balsall Street |
| Parking at village hall is an issue and building frankly needs a complete overhaul. The Lant - why is there a private club occupying public land. Don't understand this |
| Jubilee centre, what is this and when is it open. If it could be utilised for the teenagers more this would solve lots of problems |
| Library has poor selection of books, too much diversity not enough useful library |
| More allotments would be appreciated |
| Village hall refer to Q2 |
| We are new, not used much yet |
| Every amenity is just too far from us - more local facilities could be great |
| More trees at village end of Lavender Hall Park |
| The no boxes denote that we don't have children using this facility. There is a need to develop a sporting complex with indoor and outdoor facilities to allow clubs to work together. The Lant will soon be too small to meet future village needs |
| The Lant - needs reinstatement of a football facility (3G pitch and floodlighting) for village teams. The pitch could be used for multi-sports e.g. Hockey, Tennis etc and community events |
| What about the catholic church Meeting House Lane |
| Holly Lane playing fields cause traffic problems with cars parked on the road from the scouts building down as far as Frog Lane, could a car park be incorporated within the playing fields |
| Location of future playing areas for children should not be on the opposite side of the road to houses - as per Needlers End Lane / Current tennis courts/pitch are well situated but are no longer big enough to cope with demand. Keep there and develop another site near new developments - small personal sports facilities will enhance community spirit |
| Better maintenance of gate at Oakley Park access point at Holly Lane playing fields better maintained and stricter enforcement of dog fouling |
| Play equipment at Oakley and Lavender Hall in need of refurb/replacement very tired looking |
| Library - bigger selection of books would be helpful |
| We enjoy events at the Lant e.g. festival and fireworks |
| Replace destroyed bench and put one on the path that faces Kenilworth Road to catch the afternoon sun. Only 1 designated dog bin in one half of Lavender Hall Park but 5 in the other half. Needs evening up. All types of bin need emptying more frequently in the summer months |
| Poo bins need emptying more regularly. Rubbish often overflowing especially since opening of Costa. Lavender Hall Park |
| Astroturf to support hockey and football training and netball |
| Dog mess in Lavender Park |
| Why isn't the park in Meeting House Lane mentioned, we use it every day |

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| I didn't know there were allotments on Holly Lane. Need more allotments and publicise them so locals are aware. Gardens in new developments too small to enable locals to grow their own veg |
| All weather football surface, basketball courts at Lavender Hall Park |
| Advertise village hall, jubilee centre |
| We used to live by the park in Needlers End need improving very tired |
| We are non-playing members/supporters of the cricket / The hockey club does not play any hockey at the Lant because they are required by their association to play on AstroTurf. It would be good if they could have a facility in Balsall Common. It would be good for more green spaces to be provided in Balsall Common specifically for sports, football and hockey. There is sufficient demand for more sporting areas |
| Toilets/baby change facilities at Lavender Hall Park - also more car parking and better play facilities (Abbey Field Kenilworth much better - zip wire, sand pit etc) |
| The facilities are generally good and well maintained but would be thoroughly inadequate for the proposed increase in housing |
| Didn't know there were services available on Holly Lane |
| Public tennis courts would be nice |
| Lack of public transport prevents access to these services on a regular basis. Reliant on family for transport to get to services/watch grandchild play sport. This also includes access to doctors' surgery, optician etc for health appointments. |
| Hockey club can't play at the Lant due to not having an AstroTurf pitch. |
| An area for older children/young adults so they don't hang around the shops. |
| I have ticked "never" to the Lant options, but I use the building twice weekly with the running club. |
| Police patrol or at least some presence of police (policeman on occasional beat). I have witnessed vandalism by youths in Lavender Hall Park. A police presence may reduce this. |
| Berkswell railway station, requires a larger car park, hence reducing the ever increasing number of cars parked on Hallmeadow Road, causing obstruction to traffic flow and access to the doctor's surgery. Cars are now also being parked on Station Road by the Brickmakers Arms pub and the entrance to Riddings Hill. |
| Lavender Hall Park should have more facilities e.g. better play items, perhaps a coffee shop, toilets, seating. |
| Improve Holly Lane Park with either sports facilities or a play area. |
| Free to use tennis courts needed. 4G astro turf pitched needed - rugby club, football club, leisure centre (for public use). Rugby needs new clubhouse and changing rooms to cope with ever growing numbers especially if more houses will be built. The parks need mountain bike cycling routes with bumps, jumps etc to give something for the kids. |
| (Respondent has numbered questions on questionnaire) numbers 1-5 are not public, therefore have to go further afield for tennis courts. These are clubs requiring memberships, often too large. |
| It is a surprise that the Kenilworth Greenway is not mentioned in that section - this is a daily/weekly amenity for many village households. |
| Adult fitness equipment in Lavender Hall. Jogging route/path. |
| The Greenway to Kenilworth is not listed above - easy cycle access from Balsall Common station is needed to this path. |
| The Jubilee centre has had a recent makeover - and now needs to be promoted. The playing fields are now at the edges of the current village boundary, so people only go there if it is relatively near. Some strategic thinking is needed if the village is to grow further but that will take investment in a focal point community centre linked to the existing services. |
| Lavender Hall Park: Outdoor gym, greater number of trees, flower beds, improvements to the standing water, nature area, update and repair signage, add picnic benches. |
| Lavender Hall now used for football |
| Improve Green Lane road surface to enable greater/easier access to Lavender Hall park from the shops end. |
| At our stage of life, we rarely use these services (or have family members living here who do) but we use the commercially run services in the village every day. The health centre isn't mentioned here as a service, but it seems to have problems coping with its existing load. |
| There is no hockey at the Lant. The tennis courts are in Berkswell Parish! |
| We use the public footpaths regularly and welcome the replacement of stiles with kissing gates. These |

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| need to be retained and maintained regularly. |
| Put more bins in parks. Clear up parks more frequently. |
| All weather pitch either at Heart of England school or on Holly Lane Heart of England playing fields. |
| Some of these services are not in Balsall Parish! Some of these services don't exist! (Such as hockey). The Lant is private land, run by B&BC Sports & Community Association, and receives no support or funding from Balsall Parish. Half of the Lant is not in Balsall Parish. Hockey is played in Coventry, as no facility exists in Balsall Common for this club to play their matches or train. |
| Additional changing rooms for Honiley Road Rugby. |
| Library open times need rethinking. |
| Willow Park is in a terrible state. We used to use but due to vandalism we now got to Abbey fields in Kenilworth. |
| People aren't aware some areas are available to them. |
| Adult exercise equipment in the parks. |
| Improve access from Holly Lane into playing fields |
| Parks such as Holly Lane, Oakley Park are poorly advertised, and used probably mainly by locals to those sites. Tennis courts are not publicly available. I would like to see a basketball pitch/5-a-side style pitch in Lavender Park too, complementing local activities. The one in Needlers is poorly and not centrally located and so under-used. |
| Willow Park is known as an area frequented by drug users, making this a safe area would benefit this part of the village. |
| Willow Park could be a very good service, but it is constantly vandalised and frequented by groups of youths who are intimidating. The village hall needs renovating or rebuilding |
| Willow Park a lot of teenagers hang around, need better facilities for them there |
| Lavender Hall Park - sand pit, tennis court, more children activities like table tennis, zip wire |
| Village hall desperately needs a major upgrade for our size of village with a possible relocation |
| Lavender Hall Park play equipment needs renewing. Willow Park needs complete re-design and renewal. |
| All playing fields are used well and more encouragement needed for children. Also, always used for dog walks daily, wildlife is fantastic and will not be there if any more development goes on green fields. Also drainage near Gypsy/Alder Lane is poor - we regularly have flooded gardens! |
| I go to a swimming pool and gym in Coventry 3/4/5 times per week - I would use this. If it was big enough, a range of services could be provided - all types of sports/keep fit, yoga etc - sports therapy for children etc. I would prefer for it not to be attached to a school. |
| These areas should be protected. |
| Believe Lant field was given as endowment to children and young people of Balsall, but is now run as private club, which is not in keeping with original bequest. |
| I didn't know all those facilities even existed! |
| Better play equipment at Lavender Hall. |
| Lavender Hall Park - cafe. Proper marked out football pitch and goals. Bigger car park. |
| All-weather 7-a-side pitch. |
| New larger modern village hall. Jubilee centre - better kitchen facilities. |
| We used to use Willow Park when our children were young. |
| We would love an allotment! |
| More art in the parks - keep it interesting. Encourage people to think and learn. |
| Access to Lant from Kenilworth Road, currently only access is in Meeting House Lane |
| No benches at all in Willow Park. More benches needed in Lavender Hall Park |
| Better maintenance of the play equipment for children in the public parks controlled by SMBC. Also more regular cleaning of those areas |
| We are now too old to use some of these facilities, but this is not to say they are not required. They most definitely are. Again comments re increasing population are valid |
| Willow Park lighting, drainage, vandalism issues - see friends of Willow Park. Dog refuse bins need emptying more frequently. More advertisement of what Jubilee Centre has to offer |
| Opening hours of library increased |

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| Public toilets in Lavender Hall Park |
| Don't build on any of them |
| Still no buses along main road to Kenilworth, answered in Q15 and Q17. |
| My family is not of the age where we would use these services. |
| A boot camp/outdoor training could be introduced. Get rid of drug pushers in parks! Introduce toilet facilities. A Cafe. A beginner's run club. |
| Reduction in the amount of litter in these areas. |
| A wider range of activities to support the wider community need to be encouraged and supported, not only by our local charitable organisations but a form of support structure by the local parish council that can attract funding from all the growth that will be coming to the surrounding areas. |
| Need provision of activities, 'adult ed' classes locally non-existent and hobby classes gone too. |
| A more child friendly play area for age 2-7 years |
| Willow Park is a no go area for teenagers as it is controlled by the Barber family who threaten strangers with violence unless they leave. Our children and their friends now catch the bus to Coventry where they don't feel threatened. |
| Think we are pretty well covered with these type of facilities, although I do believe a swimming pool would be a good addition. |
| Village Hall - improve the floor - major trip hazard was there. Learn from Berkswell reading rooms! Jubilee Centre - haven't been in since overhaul. Looks really good! Library - use it during school holidays as clubs - more of them? Oakley Park - didn't know it existed but also if going to park, we walk/cycle - improve cycle facilities? Willow Park - child uses it to play in during weekend. Holly Lane - "Rainbows" use it on dry Mondays - install shelter. Lavender Hall - improved footpaths. Allotments - more plots but with less strict running. |
| There should be some public pay as you go/free tennis courts within the village as tennis club membership is far too expensive especially for social/occasional users. |
| Used to use Lavender Hall Park more when I had a dog! |
| This sounds cynical but there is an undesirable element especially in Willow Park sometimes the same group in Lavender that make them out of bounds for my children. A new basketball court was built a few years ago - can't understand why? The security is a huge issue here in the village my teenagers are increasingly being threatened - so do not go to the parks very often |
| When my sons were at home - used all sports facilities and Village Hall. My husband and I now do not use these but their value to a growing family is immense! |
| We have never heard of The Lant |

| Q24a - Why does your household need alternative housing? Other |
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| One level accommodation to 'future proof' our care arrangements |
| Owner selling my flat need similar retirement home |
| Would like to move off the main road |
| Our road (Balsall Street East) has become increasingly busy and noisy and is under the more busy flight paths - we are seeking a quieter part of the village. |
| Opportunity for young adults to be able to stay in village. |
| Kids to move out (25 and 27 years) but there is nowhere affordable |
| Need to down size and be close to shops etc |
| Need home that can also house parents |
| As it's difficult to find the right adapted place, we are now planning to alter our own larger home (this solution stops a larger family using our home). |
| Need lower cost rent accommodation for family member with disabilities that means needs to be closer to us. |
| Need a bungalow, for physically impaired. |
| Need to help in family business on farm |
| One that requires less maintenance |
| My son and girlfriend currently live with us and are looking to move to their own home. They currently cannot afford to do so. |
| To escape from current proposed developments and threats of boundary changes. |
| Have been adversely affected by poor current/new developments |
| Not a 1960's build, build quality is poor |
| Want to live in a more suitable part of the village |
| Detached with garden (large for disabled child) |
| Currently my daughter and family are staying with me while they are looking for property in Balsall Common. |
| Starting new family |
| Need to be closer to village centre/medical centre/amenities |
| Need a driveway/garage |
| Would like to 'downsize' to bungalow related to aging. No new bungalows on any local new builds. |

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| Q29a - Why does this individual, couple or group need alternative housing? Other |
| 33 & 37-year olds who cannot afford to move out of parent's home |
| Down size to 2-bedroom home |
| Move away from parents! |
| Need Independence |
| Please see answer to Q24 |
| As an aged person, very independent, would like a reasonably priced bungalow. One level. |
| Leave parents |
| Couple need own home |
| Large garden |
| Need to move out of the family home to rent or buy. |
| Need to be close to H of E school |
| Getting married |
| Need to move out of parent's house with son. |
| Daughter is nearly 30, living with parents and needs to be independent. |
| Looking for first home as a young adult. |
| Additional space for storage/workplace |
| Needs own independent flat |

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| Q30a - As a household, do you expect your housing needs to change in the next 5 years? If other, please explain in the box below, e.g. you might anticipate care needs or a young adult may need a separate home. |
| I am 98 |
| Maybe a care home |
| Now aged 81 - may need a move at some point |
| My age may dictate that I should move to sheltered accommodation |
| In next 5 years my kids would like a house in the village but there are not many 2 bed houses |
| Unlikely to change in next 5 years |
| No change |
| Simply to remove myself out of Balsall Common |
| Do not intend to move |
| Children leaving home |
| Young adults need own home that is affordable locally |
| Stay |
| We only moved into our present house 2 years ago and have no intention of moving in the near future |
| No plan to move |
| Care for relative |
| May have care needs in future |
| House with a larger garden, more within parish |
| Extend to add bedrooms |
| Possible care needs |
| Expect to stay |
| No change |
| Care in old age |
| Care needs |
| Care needs |
| Our children will need homes of their own |
| Due to increasing age we need to change/update our bathroom. |
| Not planning to move. |
| Impossible to predict |
| I am flexible where I live, would like to down size to a 2 bedroom home, but developers do not help you downsize, only if you want a larger property. |
| Both possible |
| Aging so may need to find something smaller |
| Age |
| In the next 5 years, we will have to move. Much as we love living in Balsall Common, I doubt whether we'd be able to afford another house in the area, so we'd be looking to live in cheaper housing area. |
| Have just downsized within Parish |
| No change expected |
| No change expected |
| Children/young adults looking to buy within area of village |
| Will move to get away from HS2. Sad as we have lived here happily for 32 years. |
| No more anticipated |
| No |
| No change anticipated |
| None of the above apply - no plans to move |
| At age 83 and living on my own in a large house and large garden, might need to scale down. |
| Do not expect to move. |
| Possible care home |

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| Can't afford the type of home I need in future - new builds too expensive. |
| No |
| Stay where we are. |
| n/a |
| No |
| Young adult may need separate home. |
| I am considering move due to neighbours |
| If we can alter our present home we will stay put, because it's due to specific illness - otherwise stay in Parish. |
| No |
| No change |
| Hoping not to move |
| Could die |
| Need more care |
| Maybe care needs |
| Children aged 22 and 19 may want their own home - we will only stay in village if housing is reasonably priced. |
| n/a |
| May move to a retirement/care home |
| Not moving anywhere |
| Don't know |
| Care needs |
| 2 young adults may need separate homes |
| Anticipate care needs |
| Stay in current home |
| Expect to remain where we are |
| No change |
| We wish to develop on our own land |
| Young adult will need to seek own property |
| May need care homes |
| Young adult may return/need housing |
| No change |
| Depending on state of health may require home/residential/nursing care |
| If housing development is not supported by better infrastructure we will move out of parish |
| Stay put |
| No |
| Don't expect to move |
| Won't be moving |
| Possible care home for the elderly |
| Happy where we are |
| If Balsall Common becomes overcrowded and green land gets built on we will be moving |
| Bungalow, to have no stairs in old age |
| I am going to move from Balsall as soon as I can, am disgusted you are allowing level of building you are. We don't have enough facilities - a new primary school will not solve this |
| Stay same |
| If building continues in Balsall Common, I shall be forced to move somewhere smaller like Liverpool or Newcastle |
| 3 children all over 16 now will need their own homes. Will they be able to live in village? |
| No |
| Possible care needs |

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| We may stay where we are, however we may choose to move, very undecided at the moment. |
| Not moving |
| Teenagers might need houses |
| No immediate plans to move |
| Children will move to own accommodation, probably outside of parish due to lack of affordable starter accommodation. |
| n/a |
| Will not be moving |
| Age concern |
| More rural - concerned about local new building. |
| No |
| If building continues then we shall be looking to move out of the village. It has grown 5-fold in 35 years. It is too much. |
| To move away from HS2 route. |
| No plan to move. |
| Unknown |
| We don't expect our housing needs to change |
| No changes |
| No change |
| If the village continues to lose its village identity and quality we will look to move out of the parish |
| Lack of transport to school/college in Leamington Spa means relocating |
| Young adult will need own home suitable for young professional and starting family life |
| Possible care needs |
| None |
| We came here to be in the countryside and a quieter life but not now. This area is getting too busy and noisy. There is hardly any parking in the village, some cars park half on pavements and road |
| Children needing their own home |
| No |
| Cannot foresee any change in the immediate future |
| No more planned |
| 2 moving out and buy own home |
| Young adults like my son may want their own homes |
| No change |
| May wish to extend house into loft space as children get older |
| Son will probably leave home |
| A young adult may wish to move to a home of their own, but there is currently no affordable housing available in this parish. |
| The facility or availability of land to self-build in the area would be appreciated. |
| Downsize from 5 bed house. |
| Don't expect to move in next 5 years. House is sized for our needs. |
| Will almost definitely move but unable to answer the above questions yet. |
| May need to accommodate elderly parent |
| Children may want starter homes |
| We do not expect to move in the next 5 years. |
| Our son may need sheltered housing to encourage his independence or we may need to downsize to help support him or move out of the parish so that he is able to access more facilities in the community as he cannot travel independently and facilities are limited in Balsall Common at the moment. |
| I'm content in the property I have. |
| We have no plans to move house at present. |

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| Impact of HS2, new development |
| No move anticipated in next 5 years |
| I don't live in Balsall Parish, I live in Berkswell Parish. I may move house in 5 years and would consider either Berkswell or Balsall. |
| Young adults may need separate homes. |
| Daughter wants to move herself and her son out but stay close to his school. |
| Young adults requiring a separate house |
| None of the above - stay where we are |
| Possibly move to a bungalow/self-build for own needs. |
| No plans to change |
| As we are both over 80 sheltered accommodation is a possibility |
| None |
| Provision of care |
| Impossible to say what the future might hold! |
| none required |
| Don't expect to move |
| Yes, if HS2 ruins village life and traffic increases. HS2 should not go ahead! |
| No |
| My family/home county is Sussex. I live on my own. My only move would be if my care needs or family care needs change. I have no plans to move from this lovely village/location. |
| No change |
| Only moved last year. Too expensive to move again. |
| Sheltered accommodation |
| We need an extension now due to family needs but cost is an issue - help to buy now - pay later through community insurance might help. |
| Elderly - may possibly need care in the future |
| Stay where we are |
| Housing needs not expected to change |
| The possibility that grown up children will want to move out |
| Daughter will reach 18 years - divorce settlement means I need to sell up - I will be 59, we will need to be rehomed!!! |
| Accommodation with adjoining space for elderly relatives. |
| No change necessary |

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| Station Road, Above butcher shop |
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| Sunnyside |
| Sunnyside Close |
| Sunnyside Lane |

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| Sunnyside Lane |
| Sunnyside Lane |
| Sunnyside Lane |
| Sunnyside Terrace |
| Table Oak Lane |
| Table Oak Lane |
| Table Oak Lane |
| Table Oak Lane |
| Table Oak Lane |
| Temple Avenue |
| The Paddocks |
| Tidmarsh |
| Tidmarsh Close |
| Tidmarsh Close |
| Tidmarsh Close |
| Tudor Close |
| Tudor Close |
| Tudor Close |
| Turnpike Close |
| Turnpike Close |
| Turnpike Close |
| Turnpike Close |
| Turnpike Close |
| Turnpike Close |
| Turnpike Close |
| Turnpike Close |
| Waste Lane |
| Waste Lane |
| Waste Lane |
| Watson Way |
| Watson Way |
| Watson Way |
| Welby Gate |
| Welby Gate / Balsall Street East |
| Wellfield Close |
| Wellfield Close |
| Wellfield Close |
| Wellfield Close |
| Welsh Road |
| Welsh Road |
| Whitehead Grove |
| Whitehead Grove |

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| Windmill Lane |
| Windmill Lane |
| Windmill Lane |
| Windmill Lane, Windmill Park |
| Windmill Park |
| Windmill Park off Windmill Lane |
| Windmill Park, Windmill Lane |
| Windmill Park, Windmill Lane |
| Windmill Park, Windmill Lane |
| Winsford Close |
| Winsford Close |
| Winsford Close |
| Winsford Close |
| Winsford Close |
| Winterdene, Kenilworth Road |
| Wootton Green Lane |
| Wootton Green Lane |
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| Wootton Green Lane |
| Wootton Green Lane |
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| Q34a - What is it about Balsall parish that made you choose to live here? Other |
|--|
| No choice |
| Available and suitable accommodation as getting older |
| Green spaces |
| Built own house on a plot which was for sale |
| Quiet place to live, close to countryside and near to large towns/cities when needed |
| In the countryside |
| Village feel of the area - which has now gone because of housing developments |
| Desirable place to live, semi-rural with high quality homes |
| Catholic church |
| Village location |
| Surrounding green belt and village feel |
| Married resident |
| At the time we liked the village community |
| House price was right for |
| Location between Coventry and Solihull |
| Lower tax - community charge |
| Quiet location - liked the idea of a small village |
| Moved upon marriage |
| Rural location, village amenities within character of the area. |
| Surrounded by green space |
| There was an affordable house available when we needed one. |
| Low cost housing, ease of sale of housing, access to national road network |
| Moved when divorced |
| Wanted to live away from city in a quieter area in countryside |
| Cheaper than Knowle or Solihull |
| Value for money |
| Living in an area where people look after their environment and have a sense of pride in their location/property |
| Countryside on my doorstep |
| Apathy |
| Transferred by my employee to Coventry |
| Location |
| Train link and bus link previously |
| House prices |
| Easy access by car to airport |
| I am very nervous person - register blind |
| Disabled House |
| Council offered us this house when RAF base was bought by Meriden and we took it because we loved the area and sense of community. |
| Size of garden |
| Airport |
| Close to existing works |
| Peace and quiet - now compromised by HS2 etc |
| Downsized from Cannon Park, Coventry |
| Wanted to move back to the area |
| Houses better value than previous area - Hampton in Arden |
| It's a friendly environment still able to display a village atmosphere although its changing |
| We lived in Barton Green and were bought out by HS2 and this side of Balsall Common looked best |

| |
|--|
| compromise within a 10-mile radius |
| We farm here |
| Proximity to employment |
| Proximity to Stratford / Warwick and Cotswolds |
| Village feel, friendly area - do not want to lose that |
| Moved from Kenilworth because our daughter had a job in Knowle - no bus route from Kenilworth |
| Born here |
| Business area |
| Location to work |
| Nicer neighbours, small village not built up area |
| All everyday needs catered for in a lovely village with a good social life and handy for larger towns and cities |
| It was a village |
| Relative affordability compared to Knowle/Dorridge/Solihull |
| Feeling of calm, close to nature and relatively small |
| Village environment |
| Nice, quiet pleasant surroundings |
| Was given an opportunity to rent through a housing association. |
| Small Friendly area |
| Easy access to much of the midlands |
| Rural location |
| Proximity to countryside |
| Moved in with partner 15 years ago. |
| Quiet place to live, destroyed with HS2 |
| Relocation/University |
| Like the village feel and space but close to transport links i.e. airport/motorway |
| Railway |
| Small village feel, open country views, ecology, wildlife, rural. |
| I don't live in Balsall Parish |
| The village was an attractive small size. |
| I live in Berkswell Parish but we are the same community. |
| Rural location but big enough to have shops and village centre, with train links to Birmingham and good schools. |
| Village location and community! |
| Born and bred well over 50 years |
| Surrounding farmland and open green areas |
| It was a nice village, not too big, not too small. Goldilocks village no longer! |
| Balsall was a small quiet village 40 years ago - the development plan will turn it into an urban sprawl, linking Solihull to Coventry and decimating the Meriden sap green belt. |
| Village/rural feel, train station, proximity to work place, proximity to shops/church/countryside/airport/Birmingham/motorway. |
| Primary school and not H.O.E |
| Close to Solihull |
| It used to be smaller and quieter |
| It is a large village with a village atmosphere. It should remain the size it is as that is the reason people have chosen to live here |
| Born here |
| To escape urban area |
| Small village environment |
| Geographical location between Solihull and Coventry |

| |
|---|
| Rural aspect - easy to travel from but based rurally |
| Through illness, needed bungalow to deal with disability |
| Born here and availability of suitable house |
| Move out of city |
| Grew up here |
| Not as expensive as Knowle / Dorridge |
| New development in preferred area |
| Availability of rented accommodation at the time |
| We thought it was going to be quiet here, but it has changed so much. They are building too many houses. The Kenilworth Road is a very very busy and noisy road. There is nowhere to park, cars not looking properly when reversing out of spaces |
| Suitable position for both our work locations of Warwick and Nuneaton |
| Born locally, lived in the parish, family also local in parish |
| Rural/quieter environment for daughter with Autism |
| Good size, not over developed |
| Building plot available for our house |
| Village environment |
| We liked the house |
| I like living here, better than anywhere else! |
| Quality of area and people - better standard of living for our young family. |
| Location suited the commuting needs of my wife and I. |
| Quality of semi-rural life with good transport links to Birmingham |
| Originally quiet country village 40+ years ago - now have family locally |
| Good value of property compared to Kenilworth where we moved from. |
| Close to University of Warwick |
| Relocation from south east. Good transport links for employment. |
| Access to Berkswell station. |
| Very convenient for work in Coventry city centre |
| It was a village setting with countryside around. |
| Houses were cheaper than Knowle. |
| We previously lived in Berkswell Parish, Balsall Common for 13 years. |
| Access to local countryside |
| Have lived here all my life - 36 years |
| Garden sizes |
| The house type and rural location |
| 20 years ago, it had a smaller population but with adequate and often very good facilities |
| Originally good schools, currently convenient central location with nearby trains |
| Good links to surrounding towns |
| Local amenities are poor! Always were - how with a big inflow to village, all leisure amenities should be improved. |
| Village life |
| Location Vs Work |
| Job relocation from Sussex to Coventry |
| Location |
| I wanted to drive through countryside on my way to work in Solihull. |
| In the country but excellent transport links |
| House prices at the time (affordable) |
| Sense of safety for children/peaceful. |
| Born here and my parents - 67 years |

| |
|--|
| Family relatives live in North Warwickshire |
| Born here |
| Rural setting |
| Own smallholding close by |
| Family in area for over 100 years |
| Only house could afford in local area. |
| Offer on a house was accepted when moving into Midlands. |
| Location - road and rail links |
| Since we came, deterioration of facilities - transport - crime especially. |
| Rural setting (this was before new estates built!) |
| Semi-rural aspect |
| I grew up here; our jobs are nearby, family in village. |
| Mid-way between our work in Solihull and Coventry. |
| BC was still rural 20 years ago and still is in part, any changes need to be managed sympathetically to the existing environment |

Q50a - Are your present business premises...? If your business premises are unsuitable, please explain why below:

Too small, not enough parking either

Office space is too small, storage too small, vans get broken in to.

Meadow needs work - very poor mobile signal

I would like a serviced office building in the village, for example where I can book meeting rooms so clients do not have to come into my home for meetings. It would create better work life separation

Adequate but no room for growth

Need a small storage/office unit locally. Closest I can get is Coventry.

Inadequate space for a gardening business - storing tools and garden rubbish

I am restricted by unsympathetic interpretation of planning laws. I cannot adapt my small business to include alternative income earning rural enterprises. Large employers like JLR seem to be able to influence planners

I'd rather not run my business from home but there are no local facilities to do so and renting in Birmingham is not cost effective.

A shared office facility with decent broadband needed. Home office largely works just the reliability of the broadband

| Q51a - Would you be interested in premises in the Parish? Other |
|---|
| No |
| I am in healthcare. I have been looking to move but nothing appropriate is available, so I am looking at building something myself |
| Bright, clean, warm open space for regular daily yoga classes. Difficult to find premises that tick all boxes. |
| new space in Meriden needed - different parish |
| No |
| Small concert venue |
| No! Local facilities are wholly unattractive for professionals to be interested in working in Balsall Common! |
| None |
| Possible interest in a unit that could be used as a shop/bar/cafe |
| Shed/garage plus space for storing garden rubbish |
| Studio space for teaching |
| Theatre/Drama studio |
| We disagree with any further commercial development in the village. With HS2 and further housing developments, village life will be ruined. |
| Shop with warehouse and office space |
| Meeting rooms - free or at low cost. Shared PA/admin services. |
| Garage - secure |
| n/a |
| Possibly, depends upon rent |

Balsall Parish Neighbourhood Development Plan

Business Survey 2018 Results

1. Introduction

During the creation of the Balsall Parish Council Neighbourhood Development Plan, it is important that the views of businesses within the area are given thorough consideration. Businesses were told what the Plan will look to achieve. A questionnaire was designed to capture these views which will shape the policies of the Neighbourhood Development Plan.

2. Methodology

In consultation with Stratford-on-Avon District Council we created a Business Survey. On 16th January 2018 every business registered within the Balsall Common area was sent a copy of the survey, with a covering letter. A FREEPOST envelope was enclosed for the return of the questionnaire to Stratford-on-Avon District Council, with the deadline of Friday 16th February, extended to Friday 23rd February 2018.

365 businesses were mailed and 37 responses were received in the timeframe allowed. 25 envelopes were returned to sender for a variety of reasons, so the usable sample was 340. The response rate was 11%, a figure typical of this type of postal survey.

3. Summary of Results

- 8 respondents were from retail businesses and 29 from non-retail.
- 10 businesses described themselves as “professional”.
- 41% of the sample had been in business for more than 10 years.
- 25 businesses had one or two employees.
- 53% of the sample had employees who regularly work from home.
- 69% felt transport links are suitable for those who have to travel.
- Approximately 68% of staff travels to work by car and 15% by foot.
- 47% of respondents felt they were able to fulfil their recruitment or apprenticeship needs locally.
- Important factors for businesses in Balsall Parish were that they are home based, the owner lives locally and there is availability of car parking.
- Asked how they feel their customers find it to do business with them, the proximately of the offices was the easiest, followed by less congestion on roads and good parking. The

frequency of public transport and availability of public transport were the more difficult elements.

- Asked how they feel their suppliers and visitors find it to do business with them, the same order of results occurred as those for the customers above.
- 17% of the sample said tourist-related activities contribute to their trade.
- A third of businesses felt traffic in the area affected their business. A fifth thought their business suffered from any transport issues as a result of being located in the Plan area.
- 72% of respondents would support a bypass to be built around Balsall Common to reduce congestion in the village and improve transport links.
- 28% of the sample was based in the village centre.
- Businesses appeared to have sufficient parking for their staff, with a small number requiring more for customers and visitors.
- Three-quarters would support a shared space (traffic/pedestrian improvement scheme) to improve parking traffic flow and appearance in the village centre.
- Asked the size of their current workspace, 66% worked from home. 3 respondents had more than 10,000 square feet of space.
- 5 businesses felt they were likely to require additional space over the next 15 years.
- 2 businesses though they would require larger premises and 2 may move outside the area over the next 15 years.
- Asked what services they would like to see available for their employees in the Plan Area, 14 responded with sports facilities, 12 wanted more choice of food establishments and 11 wished for enhances shopping facilities.
- A quarter (24%) felt the Neighbourhood Development Plan should encourage more land for employment purposes preferably on brownfield land or using existing buildings.
- 27% of businesses felt existing employment sites should be protected from change of use.

4.0 Results in Details

| Q1 What type of business do you have? (Tick one box only) | | | | |
|---|--------|----------|------------|--|
| 8 (22%) | Retail | 29 (78%) | Non-Retail | |

| Q2 What is the focus of your business or organisation? (Tick all that apply) | | | | |
|--|---|----------|-----------------------------------|--|
| 3 (8%) | Education | 3 (8%) | Building & allied trades | |
| 1 (3%) | Arts, education & recreation | 1 (3%) | Estates Agents | |
| 4 (11%) | Medical & health related | 10 (27%) | Professional | |
| 4 (11%) | Retail/wholesale sales | 1 (3%) | Transport, storage & distribution | |
| 2 (5%) | Hotel, public house, cafe, restaurant or other catering | 0 (0%) | Scientific & technical services | |
| 2 (5%) | Hair & beauty related | 5 (14%) | Services industry | |
| 1 (3%) | Horticulture/garden centre | 0 (0%) | Finance & Insurance | |
| 5 (14%) | IT & business services | 0 (0%) | Vehicle sales/service | |
| 1 (3%) | Leisure & tourism | 1 (3%) | Charitable/Social enterprise | |
| 3 (8%) | Manufacturing | 5 (14%) | Other | |

| Q3 How many years has your business been at your current address? (Tick one box only) | | | | |
|---|------------------|----------|--------------------|--|
| 2 (5%) | Less than 1 year | 13 (35%) | 4 to 10 years | |
| 7 (19%) | 1 to 3 years | 15 (41%) | More than 10 years | |

| Q4 If operating for less than 3 years in Balsall Parish/Balsall Common area, why did you relocate? (Tick all that apply) | | | | |
|--|---|---------|-------------------------------------|--|
| 0 (0%) | Transport links | 0 (0%) | Quality of employees | |
| 0 (0%) | Quality of premises | 0 (0%) | Proximity to customers | |
| 1 (11%) | Proximity to suppliers | 0 (0%) | Availability of skills you required | |
| 4 (44%) | Proprietor resides in Balsall Parish/Balsall Common | 4 (44%) | Other | |
| 0 (0%) | Affordable premises/incentives offered | | | |
| If other, please specify below | | | | |
| 4 responses <ul style="list-style-type: none"> Relocated from another address in Balsall Common Operating more than 3 years Change to employment status A flourishing area | | | | |

| Q5 How many people are employed by the Business? (Tick one box only) | | | | | | | | |
|--|--------|---------|------|--------|-------|--------|--------------|--|
| 8 (22%) | Just 1 | 5 (14%) | 3-5 | 1 (3%) | 11-20 | 2 (5%) | More than 50 | |
| 17 (46%) | 2 | 4 (11%) | 6-10 | 0 (0%) | 21-50 | | | |

| Q6 Are you a branch of a larger organisation? (Tick one box only) | | |
|---|--|--|
| 0 (0%) | Yes (If yes, then answer question 7) | |
| 37 (100%) | No (If no, then go straight to question 8) | |

| Q7 | In total, how many employees are employed in your business in the UK? (Only answer this question, if you responded 'yes' to question 6) | | | | | | | |
|-----------|--|-------|--------|---------|--------|-----------|--------|--------------|
| | 2 (100%) | 1-10 | 0 (0%) | 51-75 | 0 (0%) | 201-300 | 0 (0%) | 1,001-5,000 |
| | 0 (0%) | 11-25 | 0 (0%) | 76-100 | 0 (0%) | 301-500 | 0 (0%) | 5,001-10,000 |
| | 0 (0%) | 26-50 | 0 (0%) | 101-200 | 0 (0%) | 501-1,000 | 0 (0%) | 10,000+ |

| Q8 | Where do people employed in your business live? (Please enter how many approximately in each box) | |
|-----------|--|----|
| | Rural Balsall Parish | 5 |
| | Balsall Common | 33 |
| | Berkswell Village | 0 |
| | Coventry | 8 |
| | Solihull | 4 |
| | Birmingham | 5 |
| | Elsewhere | 3 |
| | If elsewhere, please specify | |
| | 4 mentions – Worcester, Loughborough, Stratford, Wolston | |

| Q9 | What % of your employees regularly work from home? | | | | | | |
|-----------|---|-----------|---------|--------|----------|---------|--|
| | 9 (28%) | Up to 10% | 4 (13%) | 26-50% | 17 (53%) | 76-100% | |
| | 1 (3%) | 11-25% | 1 (3%) | 51-75% | | | |

| Q10 | Are transport links suitable for those who have to travel? (Tick one box only) | | | |
|------------|---|-----|----------|----|
| | 24 (69%) | Yes | 11 (31%) | No |
| | If no, how can travel be improved? | | | |
| | 10 comments in Appendix | | | |

| Q11 | What percentage of your staff travel to work by the following methods? (Please make it add up to 100% in the boxes below) | |
|------------|--|-----|
| | On foot | 12% |
| | Bicycle | 0% |
| | Motorbike | 0% |
| | Bus | 2% |
| | Train | 3% |
| | Car | 68% |
| | Other | 15% |

| Q12 | Are you able to fulfil your recruitment or apprenticeship needs locally? (Tick one box only) | | | | | |
|------------|---|---------------------|---------|------------------|----------|------------------|
| | 16 (47%) | Yes all of the time | 8 (24%) | Some of the time | 10 (29%) | None of the time |

| Q13 How important are the following factors for your business based in Balsall Parish/Balsall Common Area? (Tick one box per row) | | | | | |
|--|---|----------------|-----------------|---------------|----------|
| | | Very important | Quite important | Not important | N/A |
| | Home based business | 20 (63%) | 3 (9%) | 6 (19%) | 3 (9%) |
| | Local demand for products and/or services | 16 (44%) | 6 (17%) | 8 (22%) | 6 (17%) |
| | Owner lives locally | 19 (54%) | 5 (14%) | 7 (20%) | 4 (11%) |
| | Public transport access | 12 (33%) | 9 (25%) | 11 (31%) | 4 (11%) |
| | Delivery/collection access | 14 (40%) | 5 (14%) | 8 (23%) | 8 (23%) |
| | Availability of car parking | 17 (47%) | 5 (14%) | 4 (11%) | 10 (28%) |
| | Cost compared with other locations | 8 (26%) | 5 (16%) | 7 (23%) | 11 (35%) |
| If there are other reasons, please write in the box below: | | | | | |
| 1 comment - Most of our staff are engineers on the road and the other staff all live on different sides of Balsall Common, so it is a good central, easily accessible location for us, given where everybody lives | | | | | |

| Q14 How easy or difficult do your <u>customers</u> find it to do business with you in Balsall Parish/Balsall Common Area for the following...? (Tick one box per row) | | | | | |
|--|----------------------------------|-----------|-------------|------------------|----------------|
| | | Very Easy | Fairly Easy | Fairly Difficult | Very Difficult |
| | Proximity of your office | 19 (59%) | 12 (38%) | 1 (3%) | 0 (0%) |
| | Congestion on roads | 12 (36%) | 15 (45%) | 4 (12%) | 2 (6%) |
| | Parking | 15 (45%) | 10 (30%) | 6 (18%) | 2 (6%) |
| | Availability of public transport | 10 (31%) | 11 (34%) | 8 (25%) | 3 (9%) |
| | Frequency of public transport | 8 (25%) | 11 (34%) | 9 (28%) | 4 (13%) |

| Q15 How easy or difficult do your <u>suppliers</u> find it to do business with you in Balsall Parish/Balsall Common Area for the following...? (Tick one box per row) | | | | | |
|--|----------------------------------|-----------|-------------|------------------|----------------|
| | | Very Easy | Fairly Easy | Fairly Difficult | Very Difficult |
| | Proximity of your office | 17 (57%) | 12 (40%) | 0 (0%) | 1 (3%) |
| | Congestion on roads | 10 (33%) | 15 (50%) | 3 (10%) | 2 (7%) |
| | Parking | 12 (40%) | 12 (40%) | 5 (17%) | 1 (3%) |
| | Availability of public transport | 7 (26%) | 10 (37%) | 8 (30%) | 2 (7%) |
| | Frequency of public transport | 6 (22%) | 9 (33%) | 9 (33%) | 3 (11%) |

| Q16 How easy or difficult do your <u>visitors</u> find it to do business with you in Balsall Parish/Balsall Common Area for the following...? (Tick one box per row) | | | | | |
|---|----------------------------------|-----------|-------------|------------------|----------------|
| | | Very Easy | Fairly Easy | Fairly Difficult | Very Difficult |
| | Proximity of your office | 18 (58%) | 12 (39%) | 0 (0%) | 1 (3%) |
| | Congestion on roads | 10 (32%) | 17 (55%) | 2 (6%) | 2 (6%) |
| | Parking | 14 (45%) | 11 (35%) | 5 (16%) | 1 (3%) |
| | Availability of public transport | 9 (30%) | 12 (40%) | 7 (23%) | 2 (7%) |
| | Frequency of public transport | 9 (30%) | 9 (30%) | 9 (30%) | 3 (10%) |

| Q17 Do tourist related activities contribute to your trade? (Tick one box only) | | | | | |
|--|---------|-----|----------|----|--|
| | 6 (17%) | Yes | 30 (83%) | No | |

| | | |
|------------|--|-----|
| Q18 | How many average weekly deliveries do you deliver via the following methods? (Please write number in boxes below) | |
| | By car | 2.9 |
| | Transit or similar | 2.2 |
| | 7.5 tonne | 0.1 |
| | 15 tonne | 0 |
| | Articulated vehicle | 0 |

| | | | |
|------------|---|-----|-------------|
| Q19 | Is traffic in the area a problem that affects your business? (Tick one box only) | | |
| | 12 (32%) | Yes | 25 (68%) No |
| | If yes, please explain below | | |
| | 11 comments in Appendix | | |

| | | | |
|------------|--|-----|-------------|
| Q20 | Does your business suffer from any transport issues as a result of being located in Balsall Parish/Balsall Common Area? (Tick one box only) | | |
| | 8 (22%) | Yes | 28 (78%) No |
| | If yes, please state why in the box below: | | |
| | 7 comments in Appendix | | |

| | | | |
|------------|--|-----|-------------|
| Q21 | Would you support a bypass to be built around Balsall Common to reduce congestion in the village and improve transport links? (Tick one box only) | | |
| | 26 (72%) | Yes | 10 (28%) No |

| | | | |
|------------|--|-----|-------------|
| Q22 | Is your business in the village centre? (Tick one box only) | | |
| | 10 (28%) | Yes | 26 (72%) No |

| | | | | | | | | |
|------------|--|----------|----|----------|---|----------|----------------------|----------|
| Q23 | What number of parking spaces does your business require for your employees? (Please write number in box below) | | | | | | | |
| | 5 | 0 spaces | 15 | 2 spaces | 1 | 4 spaces | 1 | 6 spaces |
| | 3 | 1 spaces | 2 | 3 spaces | 2 | 5 spaces | 1 each of 8, 13 & 15 | |

| | | | |
|------------|--|----------|---------|
| Q24 | Does your business have sufficient parking for...? (Tick one box per row) | | |
| | | Yes | No |
| | Staff | 30 (91%) | 3 (9%) |
| | Customers | 26 (81%) | 6 (19%) |
| | Visitors | 25 (81%) | 6 (19%) |
| | If no, how many additional spaces do you require? | | |
| | 2 require 1 space, 1 require 3, 3 require 4, 1 requires 100. | | |

| | | | |
|------------|--|-----|------------|
| Q25 | Would you support a shared space (traffic/pedestrian) improvement scheme to improve parking, traffic flow and appearance in the village centre? (Tick one box only) | | |
| | 27 (75%) | Yes | 9 (25%) No |

| Q26 | What is the size of your current workspace? (Tick one box only) | | | |
|-----|---|-------------------------------------|--------|--|
| | 23 (66%) | Work from home | 3 (9%) | 466 - 929 sq. m (5,001-10,000 sq. ft) |
| | 1 (3%) | Under 93 sq. m (100 sq. ft) | 3 (9%) | 930 - 1,858 sq. m (10,001-20,000 sq. ft +) |
| | 5 (14%) | 94 - 465 sq. m (1,001-5,000 sq. ft) | | |

| Q27 | What would help your business to develop and thrive during the next 15 years? |
|-----|---|
| | 25 comments in Appendix |

| Q28 | Is your business likely to require additional space over the next 15 years? (Tick one box only) | | | |
|-----|---|-----|----------|----|
| | 5 (14%) | Yes | 30 (86%) | No |

| Q29 | If yes to Q28, how much space will you require? (Tick one box per row) | | | | | | |
|-----|--|-------------------|--------------------|---------------------|----------------------|----------|----------|
| | | Up to 50 sq. mtrs | 51 to 100 sq. mtrs | 101 to 200 sq. mtrs | 201 or more sq. mtrs | Not sure | N/A |
| | Industrial workshop | 0 (0%) | 0 (0%) | 0 (0%) | 0 (0%) | 0 (0%) | 2 (100%) |
| | Office | 2 (67%) | 0 (0%) | 0 (0%) | 0 (0%) | 0 (0%) | 1 (33%) |
| | Retail | 1 (33%) | 0 (0%) | 0 (0%) | 0 (0%) | 0 (0%) | 2 (67%) |
| | Storage - covered | 1 (33%) | 1 (33%) | 0 (0%) | 0 (0%) | 0 (0%) | 1 (33%) |
| | Storage - open | 0 (0%) | 0 (0%) | 1 (50%) | 0 (0%) | 1 (50%) | 0 (0%) |
| | Other | 0 (0%) | 0 (0%) | 0 (0%) | 0 (0%) | 1 (100%) | 0 (0%) |
| | 1 other mention – studio space | | | | | | |

| Q30 | Is your business likely to require alternative or smaller premises over the next 15 years? (Tick one box per row) | | | |
|-----|---|--------|----------|----------|
| | | Yes | No | Not sure |
| | Larger premises in Balsall Parish/Balsall Common Area | 2 (6%) | 28 (82%) | 4 (12%) |
| | Smaller premises in Balsall Parish/Balsall Common Area | 0 (0%) | 27 (79%) | 7 (21%) |
| | Moving premises outside of the Balsall Parish/Balsall Common Area | 2 (6%) | 23 (68%) | 9 (26%) |
| | If you have indicated above that you are moving premises outside Balsall Parish/Balsall Common Area or are considering doing so, what are your reasons? | | | |
| | 8 comments in Appendix | | | |

| Q31 | What additional business facilities would you like in Balsall Parish/Balsall Common Area? (Tick all that apply) | | | |
|-----|---|---------------------|-------------|---|
| | 7 responses | Meeting rooms | 7 responses | Business facilities - printing/photocopying |
| | 1 response | Training facilities | 7 responses | Other |
| | If other, please specify below | | | |
| | 4 mentions – <ul style="list-style-type: none"> • Parking • Banks • Daytime non-pub eating option. Place for teenagers to go • Easier access to post office | | | |

| | | | | |
|------------|--|--|--------------|----------------------------------|
| Q32 | What services would you like to be available to your employees in Balsall Parish/Balsall Common Area? (Tick all that apply) | | | |
| | 11 responses | Enhanced shopping facilities | 2 responses | Child minders |
| | 12 responses | More choice of food establishments | 14 responses | Sports facilities |
| | 0 response | Dry cleaning, delivered to business premises | 1 responses | Sandwich delivery to office/desk |
| | 1 responses | Nursery | 3 responses | Other |
| | If other, please specify below | | | |
| | 6 mentions – <ul style="list-style-type: none"> • Not that I'm aware of • None - all ok • No more Estate Agents/Hairdressers • None • 3 Indian restaurants! (Used to be Italian, Cantonese & Swahili) • None | | | |

| | |
|------------|---|
| Q33 | Are there any planning constraints or barriers either locally or nationally that will or may prevent your business from developing during the next 15 years? |
| | 21 comments in Appendix |

| | | | | | | |
|------------|---|-----|---------|----|----------|-----|
| Q34 | If your business is connected to local land, horticulture, agriculture, or similar, have you noticed a change in the ability to work the land? (Tick one box only) | | | | | |
| | 1 (3%) | Yes | 8 (26%) | No | 22 (71%) | N/A |
| | If yes, please explain in the box below | | | | | |
| | 0 comments | | | | | |

| | | | | | | |
|------------|--|-----|----------|----|----------|------------|
| Q35 | Should the Balsall Parish Neighbourhood Development Plan encourage more land for employment purposes? (Tick one box only) | | | | | |
| | 8 (24%) | Yes | 13 (38%) | No | 13 (38%) | No opinion |

| | | | | |
|------------|--|--|-------------|---------------------|
| Q36 | If yes to the previous question, which types of land should be allocated for employment purposes? (Tick all that apply) | | | |
| | 7 responses | Existing buildings | 4 responses | New identified land |
| | 8 responses | Brownfield land (previously developed) | 1 responses | Other |
| | If other, please specify below | | | |
| | 1 – all of above | | | |

| | | | | | | |
|------------|--|-----|----------|----|----------|------------|
| Q37 | Should existing employment sites be protected from change of use? (Tick one box only) | | | | | |
| | 9 (27%) | Yes | 12 (36%) | No | 12 (36%) | No opinion |

| | | |
|------------|---|-------------------------|
| Q38 | What three things (if any) does your staff raise most often as concerns about working in Balsall Parish/Balsall Common Area? | |
| | 1. | 24 comments in Appendix |
| | 2. | 19 comments in Appendix |
| | 3. | 13 comments in Appendix |

| | |
|------------|---|
| Q39 | What would encourage new businesses to locate to Balsall Parish/Balsall Common Area? |
| | 22 comments in Appendix |

| | |
|------------|---|
| Q40 | Please make any other comments here on jobs and the local economy. |
| | 10 comments in Appendix |

APPENDIX

Q10a - Are transport links suitable for those who have to travel – If no, how can travel be improved?

- Very hard to park at Berkswell Train Station
- Not applicable as we run the business from home
- Direct bus/train
- Cannot get from B79 OHT to work by 9am on public transport; have to drive. Others would drive or need cars during day
- Train/bus - lack of services to Solihull
- More buses/trains frequency + routes
- Buses from Solihull leave after 6pm
- Aside from the train, bus routes limited
- Bus travel in particular. Service to B'ham Int. Rail/Airport lacking for business travel. Service to Kenilworth lacking
- All staff travel in by car

Q19a - Is traffic in the area a problem that affects your business? If yes, please explain below

- Parking
- Fast moving traffic causing problems reversing cars from parked areas on main road
- Sometimes our engineers are delayed when using M6 + M42. Occasionally on M40 too when going to London
- Inability to get to/get back to location of client efficiency at times
- Kenilworth Road is busy, chaotic, cars, lorries speeding through lights that don't work/function! No safety as plans are in place to remove railing
- Sometimes the volume of HGV's on the Kenilworth Road
- Clients complain of congestion in and around village
- It is often difficult to get onto the Kenilworth Road from Dengate Drive due to the volume of traffic coming through the village, especially between 7-9am and 4-6pm
- Speeding vehicles and the sheer volume of traffic on Station Road (South). Parking of mothers outside Balsall Primary School entrance causes chaos every morning (Balsall St. East)
- The speeding of drivers along Holly Lane is very dangerous - resulting with very many serious collisions at the crossroad with Table Oak Lane and Brees Lane. (traffic being diverted back into Balsall Common)
- However as we are situated on the crossroads we are obviously aware of traffic at certain times of the day.

Q20a – Does your business suffer from any transport issues as a result of being located in Balsall Parish/Balsall Common area? If yes, please state why in the box below:

- Parking
- See Q19
- Patients have trouble getting to us. Parking is terrible, we are lucky to have our own car park. You can't walk or use public transport
- Meetings rescheduled around school/commuter traffic meaning squeezed deadlines for my business
- Yes see answer to Q19
- Speeding vehicles and parking on pavements plus congestion outside Balsall Common Primary School e.g. Balsall Street East
- Inadequate parking at Berkswell Station

Q27 - What would help your business to develop and thrive during the next 15 years?

- Infrastructure (civil) development
- Community support and volunteers
- N/A as it is an internet business
- Pedestrianised zone. More parking spaces
- Much faster broadband speeds
- Less motorway delays
- Improved internet speed - BT far too slow. 2. A reliable mobile phone signal - only '1 bar' most days
- Better local networking/policy for local sourcing by clients
- More banks, better public transport. Slower traffic
- Bypass (village dominated by through traffic). Improvement of village centre by pedestrianising / reducing access to villagers only
- Better internet access
- More visitors/tourists coming in more often and activities locally. More hotels to be developed and help economy in Balsall Common
- Improved mobile reception
- High speed broadband connectivity
- A halt to village expansion. More housing = more congestion
- N/a as I'm closing business shortly
- Improve parking in Balsall Centre + improve traffic calming measures
- More support from Solihull Council (Early Learning Dept.)
- Continued improvements in telecoms/IT infrastructure. Limited disruption from development of housing and traffic infrastructure
- More customers
- More quality carer
- Units (multi-purpose) available for purchase which had multi-use space.
- Regeneration of more shops. New build houses.
- Easy access
- The continued development of quality housing and accommodation. A strategy implementing that ensures local independent business are not threatened by large corporates. (Similar to Shirley with 2 independents forced to close recently)

Q30d - If you have indicated above that you are moving premises outside Balsall Parish/Balsall Common Area or are considering doing so, what are your reasons?

- Cost of properties
- Home relocation
- Internet speed. Poor phone signal
- The banks have left and all we have are charity shops and estate agents!
- Considering moving home due to poor public transport links and downsize property
- Possibility of moving my business (and home) away from village. Have lived in BC all my life. I am 47 and have seen too much destruction of greenbelt. The village is fast losing its identity. As a business owner I understand the need for progress and development but only when measured & sympathetically introduced
- Over development in the area, causing traffic issues for my customers
- To open up additional outlets

Q33 - Are there any planning constraints or barriers either locally or nationally that will or may prevent your business from developing during the next 15 years.

| | |
|---|--|
| No | No |
| N/A | N/A |
| No | No |
| No | None |
| None | No |
| No | No |
| No | 1. Length of time for planning decisions. 2. |
| No | Negative approach by Parish Council. |
| No | No |
| No | No |
| Yes. Greenbelt through garden at rear of house prevents dedicated office area to be built | N/A |

Q38a – What three things does your staff raise most often as concerns about working in Balsall Parish/Balsall Common Area?

1st Thing

- Traffic
- None
- Parking in village
- Lack of coherent infrastructure development
- Traffic
- Congestion trying to drive past Balsall Common Primary School to get to work. Also same applies to Berkswell School
- Slow internet
- Traffic congestion A452
- Parking
- Frequency of bus options e.g. Solihull links infrequent and slow
- N/A
- Public transport - Buses run too infrequently
- None
- Traffic congestion
- Traffic + speed of vehicles
- The congested + chaotic village centre
- The threat of development
- Car parking at the Station
- Finding local tradespeople
- Parking in village
- None
- Congestion around school times on Balsall Street East
- Public transport frequency
- Speed of traffic

2nd Thing

- Parking
- Lack of banks
- Quality of broadband
- Lack of parking
- Congestion at peak times on A452 + associated parking mayhem by shops
- Poor mobile phone signal strength
- No public transport links to Solihull
- Lack of public transport

- Public transport links with Warwickshire (e.g. takes >1 1/2 hours from Stratford. Train only option)
- N/A
- Difficulty in accessing village services
- Parking in Balsall Centre and the hazards encountered if you do manage to park
- Parking on Balsall St East outside Balsall Primary School. Parking on the pavements which blocks paths for pushchairs
- The fear a bypass will be unnecessary, disruptive, etc.
- Congestion on Station Road between Kenilworth Road and the Station
- There is no public transport to the nearest village/town - Kenilworth as all the banks will close during 2018 - Kenilworth has the main banks!
- Lack of banks
- Parking in VC
- Looks dated

3rd Thing

- Parking at Train Station
- Quality of mobile network/patchy signal
- Littering
- Motorway delays
- Lack of Berkswell Station car parking
- Lacks of banks. Both HSBC + NatWest closed. Barclays closing in Spring 2018
- Places to eat which are not pubs or welcome people U18
- N/A
- Speeding vehicles just passing through village
- The environment currently enjoyed being spoilt
- No banks in the village!
- Lack of general store
- Better car-parking spaces

Q39 - What would encourage new businesses to locate to Balsall Parish/Balsall Common Area?

- More upmarket shops and cafes
- More parking in centre - knock down the old office block next to co-op (now flats) and build a multi-storey car park
- Address 1-3 above
- Less delays on A452 through village at peak times
- Fast internet. Good phone signal
- Better Berkswell Station car parking. More reliable local trains. Village By-pass. Consistent mobile phone signal. Train and improved bus services to Solihull
- Banking facilities, parking, public transport, Job Centre
- Better Warwickshire/West Midlands transport links. New eating places/small bars e.g. as per Knowle (most employer/employees leave the village for business meetings/gatherings) or Kenilworth
- More shops and more parking free of charges. Also more hotels so to encourage more people
- Improved bus services to Coventry and Solihull. Business premises with adequate parking
- Improved connectivity to road network as part of HS2 development. Retain rural feel of village but with improved services to attract growing executive/managerial employees. Increased lower cost housing for employees
- Keeping local train services in preference to HS2
- Less congestion through A452. Less congestion in village centre. Bypass through village. More parking capability in village
- No

- What? Why would we want to encourage more businesses? Balsall Common used to be a nice village. It is not a soul less place full of modern housing estates that send their children outside the village to be educated
- Shouldn't be encouraged. This is a large village, not a town needing industry
- There is a high level of families where parents want to work closer to home/schools more part-time quality jobs are required (flexible working)
- ?
- Positive attitude bt LPA & Parish Councils
- More parking facilities
- Better public transport. More people to be potential customers.
- New developments. Better parking on the High Street

Q40 - Please make any other comments here on jobs and the local economy.

- No bypass - this would remove passing trade and the heart of the village
- Generally a good + convenient place to work
- Infrastructure must grow to support housing and business growth
- Local economy good and largely professional. Traffic going through the village increasing would be detrimental to the community
- More tourists should be encouraged in Balsall Common, from the NEC and airports
- The Heart of England School is at the real heart of the village and consideration should be given to supporting this institution through satellite premises to allow the school to grow beyond its small site
- There is a concentration of highly skilled people who live in and around Balsall Common. A social media site promoting local businesses and jobs would be advantageous
- With more dwellings promised - there will be employment needs to be met. More commercial premises needed e.g. hotels and offices
- It is a very pleasant place to work.
- N/A



**Housing Needs Survey Report
for
Balsall Parish Council**

June 2018

**Prepared by Sarah Brooke-Taylor,
Rural Housing Enabler at WRCC**

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1. Introduction
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 - Q4: Dwelling tenure preferred
 - Q5: Local connection
 - Q6: Financial details
 - Q7: Housing waiting list
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1. Introduction

Balsall Parish Council commissioned WRCC to conduct a local Housing Needs Survey during April and May 2018, with a return deadline of 11th May 2018. The aim of the survey was to collect local housing needs information within and relating to Balsall parishes.

The survey form was a standard document, based on similar surveys conducted by Rural Housing Enablers in parishes across England, and a copy was delivered to every home across the parish. Additional copies were available for people not currently living in Balsall parish but with a strong local connection. A copy of the survey form can be seen as Appendix A to this report.

All households with or containing a specific housing need were requested to complete the survey form, which asks for specifics of the need and details of the household in need together with sensitive information such as financial details. Respondents were assured that any information they disclosed would be treated in strict confidence.

Information provided in response to some of the questions has helped with the analysis but is confidential and therefore not reproduced within this report.

Completed survey forms were returned by Freepost envelope direct to the WRCC Rural Housing Enabler and analysis of the information provided took place in May 2018. Completed survey forms are retained by WRCC.

For the purposes of this document the term respondent refers to an individual survey form.

2. Planning context

Housing is an important issue in rural communities. Increases in house prices, which recently have far outstripped average increases in earnings, mean that local people may be priced out of the housing market in the area in which they grew up. For a community to sustain a fair and balanced housing market it must provide affordable housing accessible to the local community.

At a national level, current guidelines (National Planning Policy Framework, March 2012) emphasise the role of local communities in the planning process. For example, it encourages communities to “plan positively for local development, shaping and directing development in their area ...”

There is scope for a local community to prepare a neighbourhood plan to steer development within their area and, in particular, assist in meeting any local housing that may be identified in this report or as a result of subsequent surveys.

‘Affordable housing’ is defined as homes available from a housing association either to rent at a low (subsidised) rent or available on a shared ownership basis. Shared ownership is a middle ground between renting a property and full ownership whereby a ‘shared owner’ buys a share of the property, typically 50% initially, and pays rent on the remaining share. A ‘shared owner’ can usually increase their share of the property.

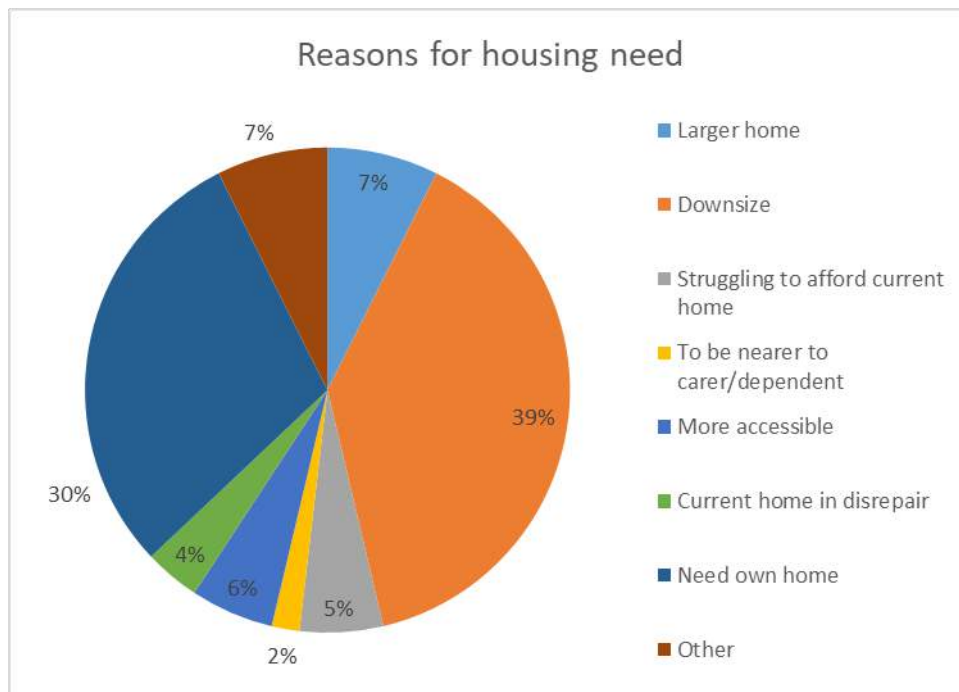
3. Results

Approximately 3226 survey forms were distributed to local residents and 45 survey forms were completed and returned, equating to a response rate of 1.35%. Typically across Warwickshire a housing need of 2.28 per 100 households is recorded.

For the purposes of this report the term “respondent” refers to an individual survey form.

Q1: Why does your household need alternative housing?

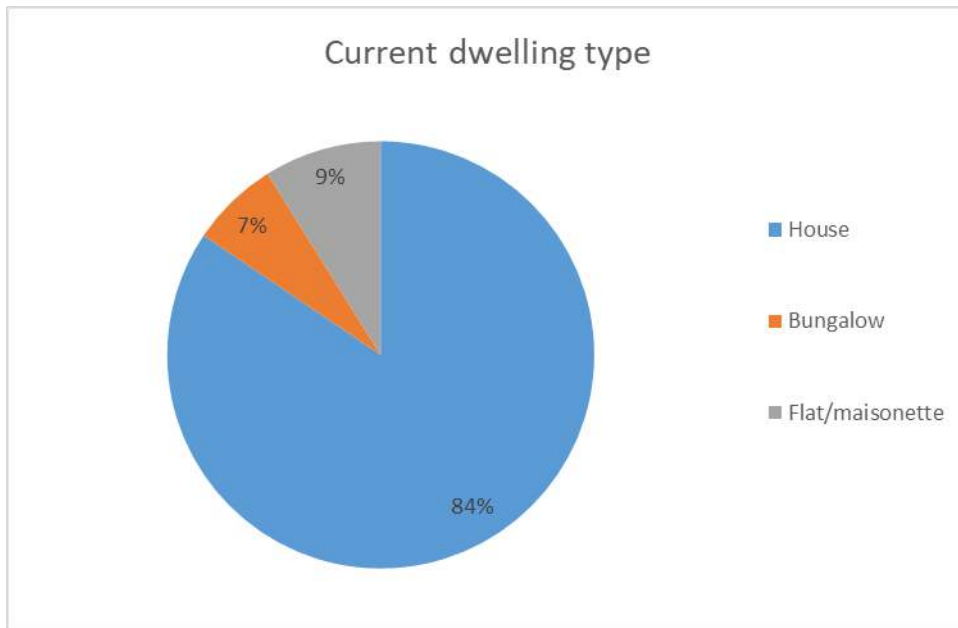
Respondents were asked to indicate why their household required alternative accommodation, and were able to indicate more than one reason for need. Twenty-one of the forty-five respondents (39%) wish to downsize.



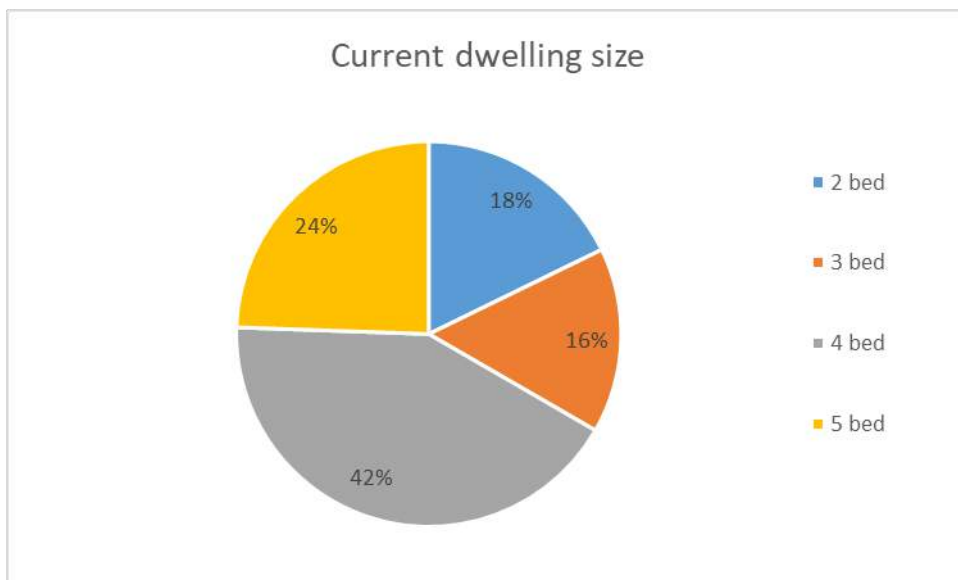
Q2: Current dwelling

With levels of overcrowding increasing, record population growth and the limited supply of affordable homes, evidencing the type and availability of housing in the local area will be essential to community planning.

Of the forty-five respondents the majority, not unexpectedly, currently live in a house.

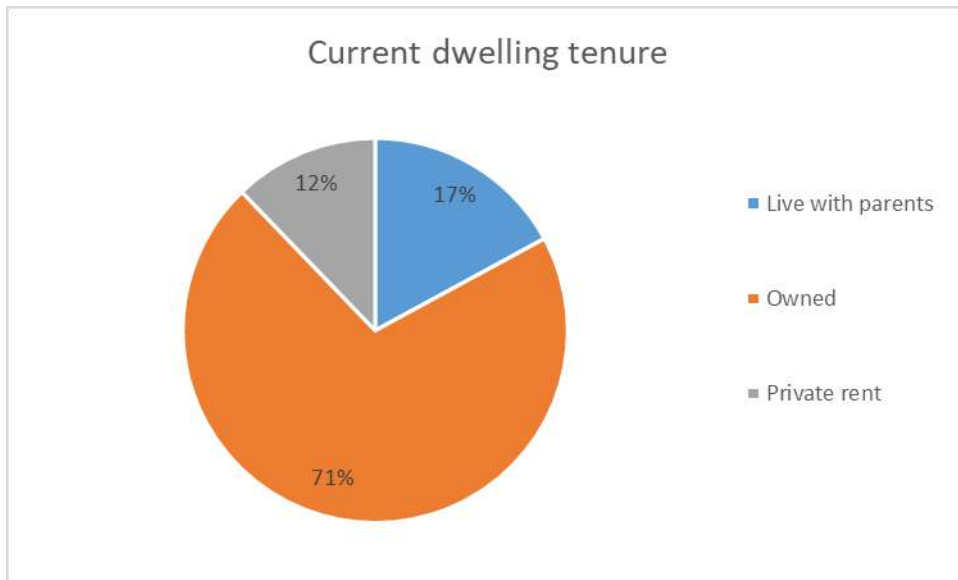


As can be seen from the chart below the largest group of respondents currently reside in a four-bed property.



The 2011 Census indicated that a total of 6,535 people lived in Balsall occupying 2,635 dwellings, giving an average of 2.48 persons per dwelling. The above chart would therefore indicate that the majority of homes are under-occupied.

Of the forty-one respondents who indicated the tenure of their existing dwelling the vast majority currently live in privately owned accommodation

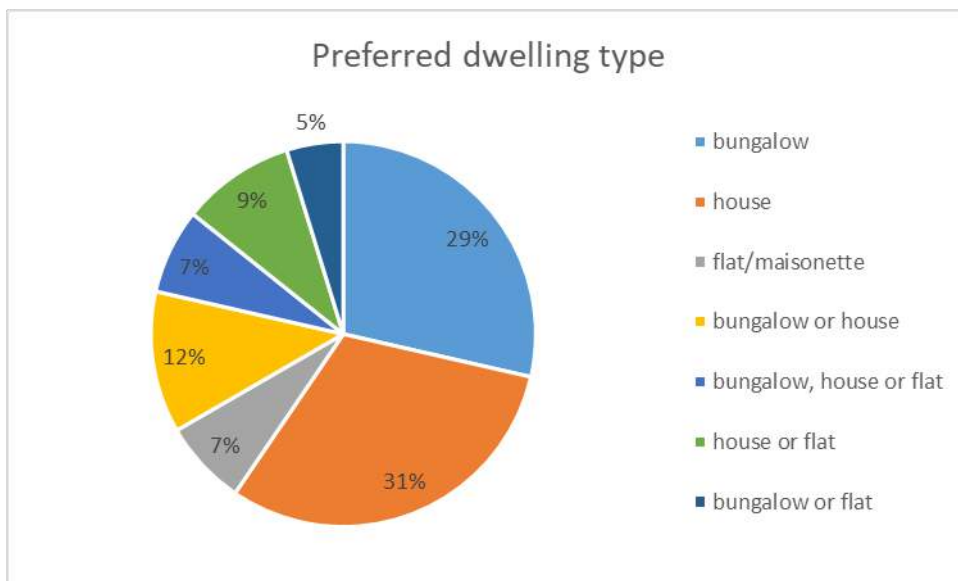


Respondents who indicated that they currently rent their home were asked “what percentage of your income, after tax, do you spend on rent?”. Two households spend 50% of their income on rent, whilst one spends 33% and another spends 35%.

The mixture of owner-occupied, social rented and private rented accommodation in the area is an important component in the sustainability of the local community. With high house prices it may be difficult for less affluent people (for example younger people or families who have grown up in the area) to stay in, or move to, areas which have low levels of social or private rented housing.

Q3: Dwelling type and size to best suit your household

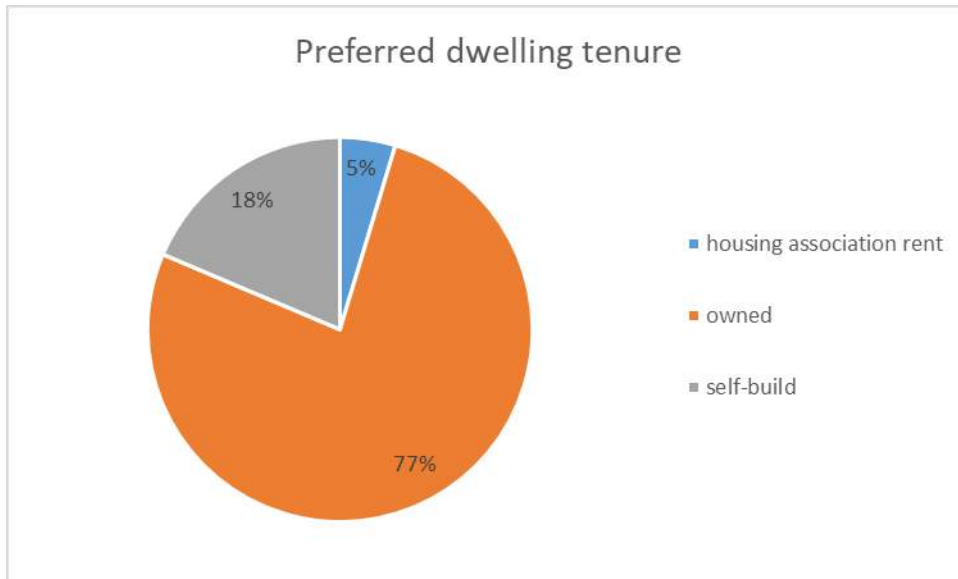
Of the forty-two responses to this question most would prefer to live in a house, closely followed by a bungalow. Respondents were able to indicate more than one preference.



Nineteen respondents would like their new dwelling to include a study or space to work from home, and six would like a dwelling specifically designed to cater for a disability.

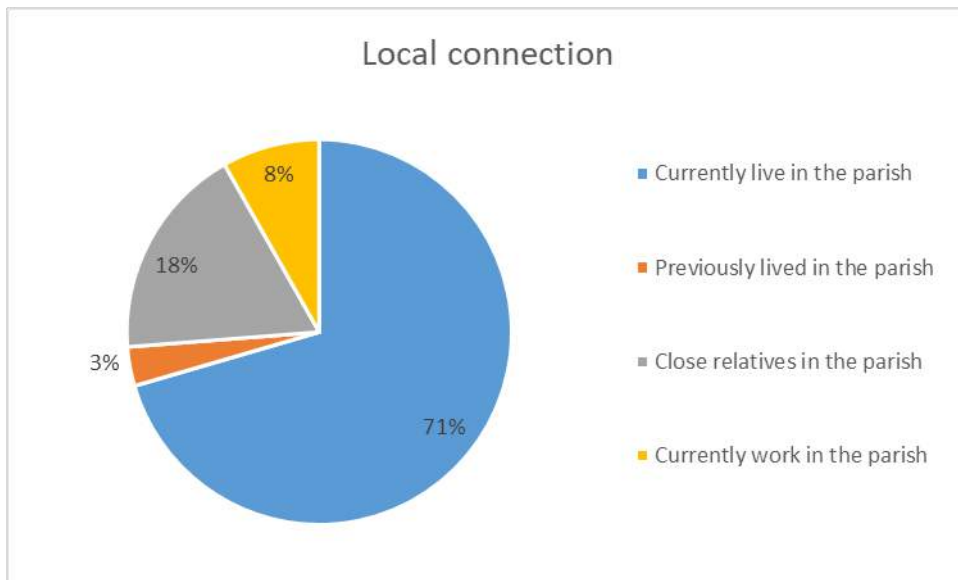
Q4: Preferred dwelling tenure

Of the forty-two respondents the vast majority would prefer to own their own home. Eight respondents expressed an interest in self-build ownership.



Q5: Local connection

Respondents were asked to indicate their connection to the parish and were able to indicate more than one connection. The vast majority of respondents currently live in the parish.



Q6: Financial details

The information provided in response to this question is confidential and not reproduced herein.

Q7: Housing waiting list

None of the respondent households are currently registered on the borough council's housing waiting list, maintained by Solihull Community Housing.

Q8 & Q9: Detail of households seeking alternative housing

The information provided in response to these questions is confidential and not reproduced herein.

4. Determination of specific housing need

Where a respondent indicates a preference for shared ownership the mortgage they might be able to raise is compared against a 50% share (the usual starting percentage for shared ownership) of a comparable owner-occupied property, as demonstrated through the local housing sales research shown in Appendix B to this report. If it is determined from the information provided that the respondent cannot afford to enter into a shared ownership arrangement they are re-classified as being in need of housing association rented accommodation. Similarly, where a respondent indicates a preference for an owner-occupier dwelling their ability to enter into such an arrangement is assessed and where it is identified they could not do so they are re-classified as being in need of shared ownership or rented accommodation, as appropriate.

5. Conclusion

Forty-five survey forms were returned but eight of these have been discounted as they are either already adequately housed or provided inadequate information. Where possible respondents were contacted to obtain further information to enable full analysis of their returned form.

Of the remaining thirty-seven returned survey forms there is a need for new homes for people with a defined local connection, as below.

Housing association rent

- 3 x 1 bed flat/maisonette
- 2 x 2 bed house

Housing association shared ownership

- 2 x 1 bed flat
- 2 x 2 bed flat/maisonette
- 1 x 2 bed house
- 1 x 3 bed house

Owner occupier

- 1 x 2 bed flat/maisonette
- 13 x 2 bed bungalow
- 2 x 2 bed house
- 3 x 3 bed bungalow
- 2 x 3 bed house
- 1 x 4 bed house

Self-build

- 1 x 2 bed bungalow or house

Self-build or owner occupier

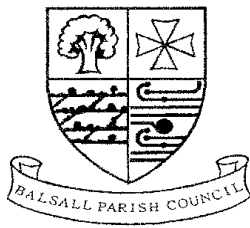
- 1 x 2 bed bungalow
- 1 x 2 bed house
- 1 x 3 bed house

6. Contact information

Judith Parry-Evans - Clerk to Balsall Parish Council
287/289 Kenilworth Road, Balsall Common CV7 7EL
Telephone: 01676 535679
Email: balsallparishcouncil@gmail.com
Website: www.balsallparishcouncil.org

Sarah Brooke-Taylor - WRCC, Rural Housing Enabler
Warwick Enterprise Park, Wellesbourne CV35 9EF
Telephone: 01789 842182
Email: sarahbt@wrccrural.org.uk
Website: www.wrccrural.org.uk

Appendix A



Housing survey for Balsall parish

This survey is being carried out for Balsall Parish Council by WRCC. When the survey is complete the Parish Council will consider the results in report form and explore how any housing needs can be addressed by the Neighbourhood Development Plan. The Parish Council is aware that a lack of suitable housing can be an issue for many rural communities and can lead to local people being forced to move away.

The form is to be completed ONLY if your household, or anyone in it, has a need for alternative housing.

Please note that people in need of alternative housing do not have to be living in Balsall parish at the present time but they do need to have a strong local connection e.g. they work in the parish, have previously lived in the parish but moved away to find suitable housing or they have a close relative (mother, father, brother, sister, son, daughter) in the parish.

This data is collected for the purpose of identifying parish wide housing need only for the Balsall Neighbourhood Development Plan and will not be used for any other purpose. All information will be treated in strict confidence and neither the Parish Council nor any of its representatives will see individual replies. Individual returns will be anonymised and analysis will be carried out by WRCC, who will retain all survey forms.

A separate form should be completed by each household in need of alternative housing. If necessary, please request extra forms from Balsall Parish Council – see contact details at the end of the survey questions.

Completed survey forms should be returned by **Friday 11th May** using the attached Freepost envelope.

1. Which of the following statements apply to your household (tick all that apply)?

- Need a larger home
- Wish to downsize
- Will need own home within the next two years and wish to stay in the parish
- Struggling to afford our/my existing home
- Need to be closer to a carer or dependent
- Need a home that is more accessible
- Current home is in disrepair
- Need a new home for another reason - please explain below

2. Current dwelling - what type of property do you currently live in?

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Bungalow | <input type="checkbox"/> Flat / maisonette |
| <input type="checkbox"/> House | <input type="checkbox"/> Other |

Number of bedrooms

- | | |
|--|--|
| <input type="checkbox"/> Rent - housing association* | <input type="checkbox"/> Owned (with/without mortgage) |
| <input type="checkbox"/> Rent – private* | <input type="checkbox"/> Live with parents |
| <input type="checkbox"/> Shared ownership (part rent part buy) | <input type="checkbox"/> Other |

*** If you currently rent your home approximately what percentage of your income, after tax, do you spend on rent?** %

3. What type of property would best suit your household (tick all that apply)?

- | | | |
|-----------------------------------|--------------------------------|--|
| <input type="checkbox"/> Bungalow | <input type="checkbox"/> House | <input type="checkbox"/> Flat / maisonette |
|-----------------------------------|--------------------------------|--|

Number of bedrooms

- To include a study/space to work from home
- Specifically designed to cater for a disability

Please provide details of any specific housing requirements (eg relating to a disability) for yourself or any member of your household who is seeking housing with you.

4. Is your household looking for (tick all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> Rent - housing association | <input type="checkbox"/> Owned (with / without mortgage) |
| <input type="checkbox"/> Rent - private | <input type="checkbox"/> Self-build |
| <input type="checkbox"/> Shared ownership (part rent, part buy) | |

5. What is your connection to this parish (tick all that apply)?

- Currently live in the parish (how many years?)
- Previously lived in the parish (how many years?)
- Have close relatives living in the parish (eg mother, father, brother, sister, son, daughter)
- Currently work in the parish (how many years?)
- Were born in the parish but moved away

6. It is important to understand what people can afford.

Please indicate the approximate total annual gross income (before tax) of the household in need of alternative housing. Do not include housing or other benefits.

£

Do you have savings or equity in your current home that could be used towards a new home?

- Yes savings £..... / equity £.....
- No

7. Are you on the Council housing waiting list (Solihull Community Housing)?

- Yes No

8. Details of the household seeking alternative housing

| | Age (yrs) | Sex (M / F) | Relationship to person completing survey form |
|----------|------------------|--------------------|--|
| Person 1 | | | <i>Person completing form</i> |
| Person 2 | | | |
| Person 3 | | | |
| Person 4 | | | |
| Person 5 | | | |
| Person 6 | | | |

9. Please provide your name and contact details. Any information you give will remain confidential to WRCC.

| | |
|-----------|--|
| Name | |
| Address | |
| Email | |
| Telephone | |

Thank you for your help in conducting this survey.

If you have questions regarding this survey or you require additional survey forms please contact Balsall Parish Council, 287/289 Kenilworth Road, Balsall Common CV7 7EL, telephone 01676 535679, email balsallndp@gmail.com or download a form from the website www.balsallparishcouncil.org

Please return this form in the Freepost envelope provided no later than Friday 11th May

(or post to Freepost Plus RSRR-KAGE-GBUR, Warwickshire Rural Community Council, Warwick Enterprise Park, Wellesbourne, Warwick CV35 9EF).

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Appendix B

Property search within Balsall parish, April 2018

| Agent | Street | No of beds | Type | Price £ | Comment |
|-----------------------------|---------------------|------------|--------------------------|-----------|------------------------------------|
| Atkinson Stilgoe | Balsall Street | 5 | detached house | 1,190,000 | character property |
| Payne Associates | Barretts Lane | 4 | detached house | 1,100,000 | new build barn conversion |
| Fine & Country | Old Waste Lane | 5 | detached dormer bungalow | 850,000 | character home, outbuildings |
| Atkinson Stilgoe | Balsall Street East | 5 | detached house | 825,000 | |
| Xact Homes | Kenilworth Close | 4 | detached house | 775,000 | |
| House Network | Kenilworth Road | 4 | detached house | 760,000 | |
| Fine & Country | Hawthorn Drive | 6 | detached house | 750,000 | |
| Ginger Property | Welby Gate | 5 | detached house | 740,000 | |
| Ginger Property | Burberry Grove | 5 | detached house | 730,000 | |
| Fine & Country | Meeting House Lane | 4 | detached house | 725,000 | |
| Atkinson Stilgoe | Station Road | 4 | detached house | 725,000 | |
| Vivendi Homes | Kenilworth Road | 4 | detached house | 725,000 | period property |
| Atkinson Stilgoe | Wootton Green Lane | 4 | end of terrace house | 699,950 | period property |
| Xact Homes | Turnpike Close | 5 | detached house | 670,000 | |
| Hunters | Kenilworth Road | 5 | detached house | 665,000 | |
| Atkinson Stilgoe | Riddings Hill | 5 | detached house | 635,000 | |
| Xact Homes | Frog Lane | 4 | detached bungalow | 600,000 | |
| Red Brick Coventry | Kelsey Lane | 5 | detached house | 595,000 | with planning permission to extend |
| John Shepherd | Saracen Drive | 4 | detached house | 595,000 | |
| Loveitts | Kelsey Lane | 3 | detached house | 550,000 | period property |
| Xact Homes | Greenfield Avenue | 4 | detached house | 529,950 | |
| Atkinson Stilgoe | Dunchurch Close | 4 | detached house | 525,000 | |
| Ginger Property | Stoneton Crescent | 4 | detached house | 515,000 | |
| Fine & Country | Holly Lane | 2 | detached house | 500,000 | barn conversion |
| Ginger Property | Foxes Way | 4 | detached house | 499,950 | |
| Atkinson Stilgoe | Albany Lane | 3 | semi-detached house | 487,000 | for age 55yrs & over |
| Vivendi Homes | Shortfield Close | 4 | detached house | 485,000 | |
| Atkinson Stilgoe | Huddersford Drive | 4 | detached house | 485,000 | |
| Atkinson Stilgoe | Floyd Grove | 4 | detached house | 470,000 | |
| Atkinson Stilgoe | Station Road | 4 | semi-detached house | 465,000 | |
| Atkinson Stilgoe | Albany Lane | 2 | end-terrace bungalow | 452,000 | for age 55yrs & over |
| Your Move | Elm Grove | 4 | detached house | 450,000 | |
| Xact Homes | Malvern Road | 4 | detached house | 450,000 | |
| Elysian Gardens Development | Kenilworth Road | 4 | semi-detached house | 449,950 | |
| Atkinson Stilgoe | Albany Lane | 2 | mid-terrace bungalow | 442,000 | for age 55yrs & over |
| Atkinson Stilgoe | Malvern Road | 6 | semi-detached house | 439,950 | |

| | | | | | |
|-----------------------------|--------------------|---|------------------------|---------|-----------------------------------|
| Xact Homes | Holly Lane | 3 | semi-detached house | 439,500 | barn conversion |
| Atkinson Stilgoe | Albany Lane | 2 | mid-terrace bungalow | 435,000 | for age 55yrs & over |
| Shipways | Hathaway Close | 4 | detached house | 425,000 | |
| Simon Burt | Leveson Crescent | 5 | semi-detached house | 425,000 | |
| Hunters | Clive Road | 4 | semi-detached house | 425,000 | |
| Atkinson Stilgoe | Wootton Green Lane | 3 | detached house | 425,000 | |
| Atkinson Stilgoe | Albany Lane | 2 | apartment | 417,000 | for age 55yrs & over |
| Atkinson Stilgoe | Albany Lane | 2 | apartment | 399,000 | for age 55yrs & over |
| Kingsman Estate Agents | Kenilworth Road | 3 | detached house | 395,000 | period property for refurbishment |
| Atkinson Stilgoe | Albany Lane | 2 | apartment | 395,000 | for age 55yrs & over |
| Atkinson Stilgoe | Albany Lane | 2 | apartment | 391,000 | for age 55yrs & over |
| Atkinson Stilgoe | Albany Lane | 2 | apartment | 387,000 | for age 55yrs & over |
| Atkinson Stilgoe | Blythe Avenue | 3 | semi-detached bungalow | 379,000 | |
| Atkinson Stilgoe | Blythe Avenue | 3 | semi-detached bungalow | 345,000 | |
| Atkinson Stilgoe | Albany Lane | 2 | apartment | 295,000 | for age 55yrs & over |
| Simon Burt | Arden Close | 3 | end-terrace house | 280,000 | |
| Atkinson Stilgoe | Station Road | 2 | end-terrace house | 270,000 | |
| Atkinson Stilgoe | Coplow Close | 3 | end-terrace house | 245,000 | |
| Elysian Gardens Development | Kenilworth Road | 2 | apartment | 226,950 | |
| Elysian Gardens Development | Kenilworth Road | 2 | apartment | 226,950 | |
| Elysian Gardens Development | Kenilworth Road | 2 | apartment | 226,950 | |
| Elysian Gardens Development | Kenilworth Road | 2 | apartment | 226,950 | |
| Tailor Made | Whitnash Close | 3 | mid-terrace house | 220,000 | |
| Elysian Gardens Development | Kenilworth Road | 1 | apartment | 179,950 | |
| Xact Homes | Dengate Drive | 1 | mews house | 175,000 | |
| Elysian Gardens Development | Kenilworth Road | 1 | apartment | 174,950 | |
| Elysian Gardens Development | Kenilworth Road | 1 | apartment | 174,950 | |
| Atkinson Stilgoe | Kenilworth Road | 1 | apartment | 140,000 | for age 55yrs & over |
| Atkinson Stilgoe | Station Road | 1 | apartment | 139,950 | |
| Atkinson Stilgoe | Station Road | 1 | apartment | 139,950 | |
| Atkinson Stilgoe | Kenilworth Road | 1 | apartment | 139,000 | retirement property |

| | | | | | |
|-----------------------|---------------|---|-----------|---------|---------------------|
| John Shepherd | Knights Court | 1 | apartment | 125,000 | retirement property |
| Atkinson Stilgoe | Rose Court | 2 | apartment | 115,000 | retirement property |
| Retirement Homesearch | Rose Court | 1 | apartment | 85,000 | retirement property |

| Property type | Average £ | Average £ -5% | Average £ -10% |
|---|------------------|----------------------|-----------------------|
| 1 bed apartment | 161,950 | 153,853 | 145,755 |
| 1 bed apartment - age restricted | 122,250 | 116,138 | 110,025 |
| 1 bed mews house | 175,000 | 166,250 | 157,500 |
| 2 bed apartment | 226,950 | 215,603 | 204,255 |
| 2 bed apartment - age restricted | 342,714 | 325,579 | 308,443 |
| 2 bed end-terrace house | 270,000 | 256,500 | 243,000 |
| 2 bed detached house | 500,000 | 475,000 | 450,000 |
| 2 bed mid-terrace bungalow - age restricted | 438,500 | 416,575 | 394,650 |
| 2 bed end-terrace bungalow | 452,000 | 429,400 | 406,800 |
| 3 bed semi-detached bungalow | 362,000 | 343,900 | 325,800 |
| 3 bed semi-detached barn conversion | 439,500 | 417,525 | 395,550 |
| 3 bed detached house - period property | 550,000 | 522,500 | 495,000 |
| 3 bed semi-detached house - age restricted | 487,000 | 462,650 | 438,300 |
| 3 bed end-terrace house | 262,500 | 249,375 | 236,250 |
| 3 bed mid-terrace house | 220,000 | 209,000 | 198,000 |
| 3 bed detached house | 425,000 | 403,750 | 382,500 |
| 3 bed detached house - for refurbishment | 395,000 | 375,250 | 355,500 |
| 4 bed end-terrace house - period property | 699,950 | 664,953 | 629,955 |
| 4 bed detached bungalow | 600,000 | 570,000 | 540,000 |
| 4 bed semi-detached house | 446,650 | 424,318 | 401,985 |
| 4 bed detached house | 560,993 | 532,944 | 504,894 |
| 4 bed detached barn conversion - new build | 1,100,000 | 1,045,000 | 990,000 |
| 4 bed detached house - period property | 725,000 | 688,750 | 652,500 |
| 5 bed detached dormer bungalow | 850,000 | 807,500 | 765,000 |
| 5 bed detached house | 710,833 | 675,292 | 639,750 |
| 5 bed detached house - with planning | 595,000 | 565,250 | 535,500 |
| 5 bed detached house - period property | 1,190,000 | 1,130,500 | 1,071,000 |
| 6 bed semi-detached house | 439,950 | 417,953 | 395,955 |
| 6 bed detached house | 750,000 | 712,500 | 675,000 |

Balsall Neighbourhood Development Plan 2018 -2033

Focus Group Interviews Report

May 2018

1. Summary of Common Insights
2. Groups Invited and Interviewed
3. Interview Format and Note-taking Template
4. Focus Group Interview notes

1. Summary of Common Insights

Overwhelming conclusion from the Focus Groups with community groups is that Balsall Common needs more housing to provide homes for younger age residents, single people, couples and young families with children.

Along with housing there is a need for a corresponding provision of community facilities for more school places, sports outdoor activities and community indoor activities.

“Two thousand to three thousand of younger residents 25-35 would provide more of the right age for sporting facilities”

“Until the next influx of housing, membership of community groups will not increase”. “We see it stagnating”

“We need houses for young couples; our kids can’t afford to live here”

“NDP planning policies could help by ensuring lots of 1-2 bedroom properties”

“NDP needs to consider cheap housing to help keep the population young”. “Supply cheaper housing”

“Village needs a community centre”. “With exercise rooms for classes etc.”

“Village centre and the Lant are close”. “Opportunity to define a community core”

“Lady K school needs children”. “Balsall primary needs more space”

“Build a new school with sports facilities”

“Dog walkers are a big community here”

“Balsall Common needs a bypass”

2. Focus group Meetings – groups interviewed and invited

A wide range of organisations were invited to attend focus interviews to obtain a good cross-section of community needs and suggestions from different perspectives.

Arts Groups

Centre Stage was interviewed. Other Arts groups invited were Balsall Rocks, Balsall Writers, Midland Voice Choir, U3A Swing Division and Warwickshire Water Colourists.

Schools

Balsall Common Primary Academy, Lady Katherine Levinson CE School and Heart of England Academy were interviewed. Pre-school nurseries were invited.

Faith Groups

Blessed Robert Grissold Church was interviewed. Other Faith groups invited were Balsall Common Baha'i Community, Balsall Common Methodist Church, St Mary's Church and St Peter's Church.

Community Facilities

Friends of Willow Park were interviewed. Other Facilities invited were Jubilee Centre, St Peter's Church Hall, The Lant, Balsall Common Village Hall, Balsall Common Community Watch, Holly Lane Allotments.

Sports Groups

Berkswell and Balsall Common Hockey Club, Berkswell and Balsall Common Tennis Club, Berkswell Cricket Club and Berkswell and Balsall Common Sports and Community Association were interviewed. Other Sports groups invited were Balsall and Berkswell Football Club, Balsall and Berkswell Hornets Football Club, Balsall Common Badminton Club, Balsall Common Outdoor Adventure Club, Balsall Common Snooker Club, Berkswell and Balsall Common Rugby Club, Heart of England Offshore Cruising Association and Ladies Social netball.

Youth Groups

2nd Balsall Common Methodist Scouts, St Peter's Scouts and Brownies were interviewed. Other youth groups invited were Castle Gymnastics, Little Angels and Pointe the Way Ballet.

Community Groups

WI was interviewed. Other community group invited was U3A (education for over 55's), Balsall Common Village Residents Association Committee and Balsall Common Lions.

Commercial

JLR (Fen End site) were interviewed.

(All commercial businesses in the area were invited to attend a focus interview and were also sent a custom Business Survey to contribute their views)

3. Interview Format and Minute-taking Template

Guidance Notes for Conducting a Focus Group Interview

The duration for each focus group is approximately 90 mins.

Discussions should be recorded using the PC recorder.

Discussions should be minuted using the Balsall Parish Council Neighbourhood Development Plan Focus Group template.

Each interview will commence with a short introduction about the Balsall Parish Neighbourhood Development Plan.

Depending on availability a focus group may be populated by one or more organisation/group/body. Ideally, they will be grouped by a common interest e.g. the Arts or a Social group.

Each focus group should be delivered by two members/&or clerk of Balsall Parish Council. One member will run the session the other will make notes and produce minutes of the focus group interview as a record of evidence for the Balsall Parish Neighbourhood Development Plan.

For each category visual aids should be used to prompt discussion.

Guidance to participants of the Focus Group Interviews:

Please answer all questions from the perspective of your organisation, and not a personal view.

Categories for Questions to be Posed (*please see Focus Group Matrix to check the categories to be explored with each type of group*):

- Homes
- Economy
- Community
- Natural Environment
- Built Environment
- Community Aspirations

Definition of Each Category to be Explored:

- Homes – (houses, affordable, 1/2/3/4+ bedrooms, bungalows, disabled accommodation, retirement, flats, rentals)
- Economy – (village centre, farming, industrial/office units, homeworking, parking)
- Community – (assets (post office), meeting places, pubs, sports facilities, benches)
- Natural Environment – (green spaces (Oakley, Willow and Lavender Hall Park), trees, hedgerows, verges, dark skies, habitats, allotments)
- Built Environment – (broadband, footpaths, cycle paths, drainage, enhances local character (scale/massing/density and layout) reduce crime and fear of crime)
- Community Aspirations – (transport, speed restrictions, haul route, new facilities, schools, village centre, managed development from a village to a town?)

Generic Questions:

With regards to the factors covered in *[homes/economy/community/natural environment/built environment/community aspirations]* what do you see as the positives in the parish currently?

With regards to the factors covered in *[homes/economy/community/natural environment/built environment/community aspirations]* what do you see as the negatives in the parish currently?

Are there any things that you believe that the Parish Council should be encouraging with regards to *[homes/economy/community/natural environment/built environment/community aspirations]* in the NDP?

Are there any things that you believe that the Parish Council should be discouraging with regards to *[homes/economy/community/natural environment/built environment/community aspirations]* in the NDP?

Is there anything else you would like to add about *[homes/economy/community/natural environment/built environment/community aspirations]* for consideration in the NDP?

The Four Question Sequence**Main Question:**

Please think about *[homes/economy/community/natural environment/built environment/community aspirations]*. *What comes to mind?*

Follow-Up Questions:

How significant is the problem?

What causes the problem?

What does that mean?

Why does it happen?

Probing Questions:

Please tell me more.....

Please give me an example....

Please help me understand.....

Why might someone/a group argue against that view point?

Besides probing questions, facilitators can use silent probes:

Remain silent

Nod your head

Use a puzzled facial expression

Prompted Questions:

You mentioned [1/2-bedroom homes]. What about [bungalows, flats, 3-bedroom properties]?

Balsall Parish Neighbourhood Development Plan

Focus Group Meeting

Participants: *x (organisation), y (organisation), z (organisation)*

Parish Council Representatives: *x (facilitator), y (scribe)*

Focus Group Organisation Type:

Homes:

Please think about homes. What comes to mind?

How significant is the problem?

What causes the problem?

What does that mean?

Why does it happen?

Are there any things that your organisation/group believes that the Parish Council should be encouraging with regard to homes?

Are there any things that your organisation/group believes that the Parish Council should be discouraging with regard to homes?

Is there anything else you would like to add about homes for consideration in the NDP?

Economy:

Please think about the local economy. What comes to mind?

How significant is the problem?

What causes the problem?

What does that mean?

Why does it happen?

Are there any things that your organisation/group believes that the Parish Council should be encouraging with regard to the local economy?

Are there any things that your organisation/group believes that the Parish Council should be discouraging with regard to the local economy?

Is there anything else you would like to add about the local economy for consideration in the NDP?

Community:

Please think about the community. What comes to mind?

How significant is the problem?

What causes the problem?

What does that mean?

Why does it happen?

Are there any things that your organisation/group believes that the Parish Council should be encouraging with regard to the community?

Are there any things that your organisation/group believes that the Parish Council should be discouraging with regard to the community?

Is there anything else you would like to add about the community for consideration in the NDP?

Natural Environment:

Please think about the natural environment. What comes to mind?

How significant is the problem?

What causes the problem?

What does that mean?

Why does it happen?

Are there any things that your organisation/group believes that the Parish Council should be encouraging with regard to the natural environment?

Are there any things that your organisation/group believes that the Parish Council should be discouraging with regard to the natural environment?

Is there anything else you would like to add about the natural environment for consideration in the NDP?

Built Environment:

Please think about the built environment. What comes to mind?

How significant is the problem?

What causes the problem?

What does that mean?

Why does it happen?

Are there any things that your organisation/group believes that the Parish Council should be encouraging with regard to the built environment?

Are there any things that your organisation/group believes that the Parish Council should be discouraging with regard to the built environment?

Is there anything else you would like to add about the built environment for consideration in the NDP?

Community Aspirations:

Please think about the community aspirations. What comes to mind?

How significant is the problem?

What causes the problem?

What does that mean?

Why does it happen?

Are there any things that your organisation/group believes that the Parish Council should be encouraging with regard to community aspirations?

Are there any things that your organisation/group believes that the Parish Council should be discouraging with regard to community aspirations?

Is there anything else you would like to add about community aspirations for consideration in the NDP?

Further Group Specific Notes:

Follow Up Action Notes:

4. Focus Group Interviews

- a. Balsall and Berkswell Sports and Community Association
- b. Centre Stage Drama Group
- c. Blessed Robert Grissold Catholic Church
- d. Employees of Jaguar Land Rover
- e. Schools - Central Schools Trust (Balsall Common Primary School Academy and Damson Wood Infants School) Lady Katherine Leveson C of E Primary School, Temple Balsall, Heart of England Academy
- f. Balsall Common Tennis Club
Balsall and Berkswell Hockey Club
Berkswell Cricket Club
- g. Willow Park Working Group
- h. Balsall Common Women's Institute
- i. Youth Groups – Scouts and Brownie Guides

4a. Focus Group Interview

Participants: *Berkswell & Balsall Common Sports Association*

Focus Group Organisation Type: Sports Clubs

Est 2008 (10 yrs ago) linked with the building of a new pavilion on the Lant centre. The Lant Trust has a 100yr lease. Raised funds to build the new building. Pleased because it protects land in the village. Pressure from developers to build on the land. Company Ltd by guarantee. An incorporated body to manage the facility and a registered charity.

1. New Build
2. 100yr lease
3. Company Ltd
4. Registered charity

All of the above have been achieved by club fees and hire of facility to other users. Capellas provide wrap around care in the weekdays and clubs use the facility in the evening and at the weekends.

- Cost 50K a year in running costs
- Cricket ground is located in Balsall Parish
- Tennis & building is located in Berkswell Parish
- Design of the building and car park estimated 5 million

The organisation is successful to the point that they desire more space which leads to the questions re. future development of sports in the area. We have a facility that can support the development of new areas of sport. Spoken to developers and have given opinions on not building separate changing facilities and instead expanding the existing offer within the Lant. Future facilities/playing areas could expand to within a radius of 300/400 meters in order to make use of enhanced/improved change facilities at the Lant centre. Holly Lane land is considered too far from the Lant centre to make use of change facilities etc. Catholic Church and the land beyond could provide suitable areas for expansion. Spoke to the developers. Challenge is that individual land owners have objectives (to make money). Land swap re. joining up facilities needed. Spoken to GP at SMBC and pointed out that their approach was negative and focused purely on housing and did not highlight the benefits e.g. schools, playing facilities. Impact of 15000+ housing will lead to more demand on current facilities. More children and a strategy to tackle obesity will mean that the facility could become over capacity. How does the new school fit into the issues? If building new facilities externa and

internal. They need to be tied to the school and community use. Dual purpose required. Schools weekdays, community evenings and weekends. If you have a grass playing area you will be lucky to get 4 matches within the season if the weather is good. 60 hrs of usage and be achieved through an all-weather pitch. We all need to engage with the schools. Link with HoE and XXXX XXXXX. XXXX XXXXX desires separate location. The current BCPS school could release land to HoE. New primary with 2 form entry. Capital spend could have a gym within.

Summary

- Catholic field is best location for some form of pitch (could provide a home for the hockey club) extending the range of sports on offer
- Close Meeting House Lane to through traffic. Cars could then be diverted to access facility via the new haul route. Create a greenway/pedestrianized area. This would be a nice development of the existing area.

Green Spaces Plan

People who don't participate in sport but want to walk a dog.

There is merit in children being able to safely walk and cycle to places. Rugby FC not central. You have to drive to access the facility.

How are you going to fund the annual cost of maintenance and upkeep? Can be lucky to get capital grants. Keen to get young people to participate but don't get much money out of them. People in their 20s + pay an annual subscription which raises significant funds.

Community centre would be supported by the SA. However in the past XXXXX VC Plan vision was a swimming pool. The maintenance costs involved is an argument against this idea.

- Have a core in Balsall Common and improve the VC
- Expand the existing facilities
- Connect the green spaces through traffic calming and cycle paths. Ask XXXXX to create a running circuit (make sure footpaths are flat and wide enough to run along).
- Design it to make it easier to encourage activity. Avoid dark alleys in development of housing sites.

What would the impact of 10K houses be?

Cricket club have a square of land at the LHP triangle. They are in a phase of expansion.

Tennis obvious to expand and add a couple of courts in the existing site. There is the space.

Another secondary/primary school would be required.

Could have an indoor sports centre (but must have dual use)

Indoor tennis courts (blow up courts)

Multi use of tennis, badminton, cricket and dance

Must be linked with a school.

Jubilee Centre has been renovated and reborn but needs to have sustainable usage funding model.

Groups need to pick up the baton. We are an umbrella organisation.

Make spaces multi use.

VC is not a sport issue, but it is a challenge.

4b. Focus Group Interview

Participants: CENTRE STAGE DRAMA GROUP

Focus Group Organisation Type: Arts Group

Date: Thursday 22 March 2018

Present

XXXXXX XXXX

Cllr Mark Tattum Balsall Parish Council (Facilitator)

Cllr Will Heard Balsall Parish Council (Scribe)

XX explained the NDP process and the implications of a successful NDP for the Community Infrastructure Levy. It was important that local people and groups such as Centre Stage were consulted so that the NDP process reflected the community as a whole. The photographs taken in Balsall Common to illustrate various themes such as the local economy and the local environment were viewed with to spark off a conversation.

The local economy

For example how did Centre Stage's activities reflect interface with the local economy – does Centre Stage have a view?

XXXXXX thought local businesses were very important to the running of the group – sponsorship; the White Horse pub/restaurant putting on pre-show dining; local businesses helping with advertising etc. Whilst a lot of tickets were sold to friends and family a seasonal pantomime is attended by up to 800 people over the short season – leaflets have to be distributed via local business; adverts in The Bugle; selling on line. 10-15% of tickets are now sold on line. Young people are vital in this process – following on Facebook – snippets of rehearsal video on Balsallcom.com – leaflets distributed at Oakes farm shop. Centre Stage was integrated into the local economy and need local business support.

What about the facilities available to the group?

The group normally uses Heart of England (HoE) school stage to put on performances – occasionally also St Peter's Hall but the stage there is only just adequate – you can only enter it from one side – but they are always booked up with other events any way.

HoE presents them with major problems – they cannot leave anything out – all scenery etc. has to be prepared off site and they have to clear away props etc. every rehearsal. XXXXX XXXXXX (Deputy Head) is very helpful.

What does Centre Stage need?

The village needs a community centre and arts complex – Centre Stage does not have a youth section as such – in fact they can use 5-6 year olds upwards but the current arrangements inhibit any expansion or development. They really have no other option than to use HoE – a leisure centre would significantly widen their horizons. They want to do musicals – HoE used to have an “art box” which provided younger performers but not now. There ought to be raked seating but there is not. It cannot be done there. It prevents them growing as an organisation.

At the Talisman in Kenilworth which is a dedicated theatre they can rehearse four times a week and put on a play in six weeks whereas it takes Centre Stage 3 months because of all the inhibiting factors they have to deal with.

The stage at HoE is a good size but really they want a theatrical space within a leisure facility, a permanent light and sound installation at the back of the hall, raked seating, changing rooms, rehearsal space, foyer/bar area – adequate parking and a facility that other groups such as choirs, dance groups/classes can use etc.

Would Centre Stage support a significant increase in housing locally to generate CIL for that expenditure?

Yes clearly a benefit to Centre Stage even if some members would not support increased housing as individuals. Primary school is bursting at the seams – they put on drama type of events – an extra few thousand houses would produce huge CIL – a lot of organisations would benefit – they are pro (i.e. for) and they could do with better facilities – Stagewatch in Kenilworth – children go there because there is nothing in Balsall Common

What if new school had a dedicated theatre?

Massively important. Xcel Centre built next to Westwood School. HoE doesn't have a pool – primary school does – Mums, Governors, and Teachers – three separate perspectives about schools.

Use of Jubilee Centre?

Too small but great for rehearsal/auditions – social nights – you could do more of a social show there – may be 60 in audience – not OK for performance but OK for periphery activities.

Willow Park?

An exterior stage like at Balsall Festival – is there any demand for that? Children focused events would be well attended.

Lavender Hall?

Who would organise events in this park?

Shared Space in Centre which could be closed off?

Yes

The Lant?

You get a community feel but it is still a private facility.

Library?

We use that a lot. We have children. MT “This community needs a core. It’s a linking mechanism.”

Heart of England School

This is your core? Yes but we are the only people who regularly book it. Do you use other groups? Yes e.g. choirs. The Methodist Hall has got a tiny stage. Curtains but no back to it. HoE has a whole series of constraints – seating; equipment; flexibility – not enough for teenagers to do

Bypass?

More houses are required – getting the most out of CIL – more people in the village means school catchment area gets smaller and gets much more of a local community spirit – cohesion – so many parents with children at the primary school went to that school themselves. People want to come back to the area.

Swimming?

Interviewee went to Leamington last weekend to use their pool. Netball facility. We want people working here locally, playing more locally.

XXXXXX worked in the exhibitions and show field before having a family.

4c. Focus Group Interview

Participants: Blessed Robert Grissold Catholic Church

Focus Group Organisation Type: Faith Group

Date: Monday 23 April 2018

Cllr Helen Dean, Chair NDP Committee (Facilitator)

Cllr Mark Tattum, Chairman (Scribe)

Notes

Parish is 60 years old. Land bought by Diocese from the XXXXX Family comprising Oxhaves Close and the Recreation Field. New church was built 25 years ago.

Congregation come from Balsall Common and Berkswell mainly. 100 average attendance on Sunday mass.

Ex-Anglican Priest (married) who is very active.

Services to community includes: Church has served breakfast for 4 years. Old persons club once a month. Sunday school weekly.

Finance committee by Canon Law. Maintenance committee. Parish Council looks after building and maintenance.

Church is used by U3A. Parishes, available to anyone to hire, kitchen facility with a large room and toilets that opens on to the Church.

Recreation field Church allowed Berkswell PC to rent it. Hornets Football club used it and were not charged. There are TPAs on 21 trees mainly Oaks in the field. We spend £5000 last year to check all of the trees. There is a public footpath through the field. Church is objecting to the field being designated as a permanent green space. Berkswell PC were asked to make an offer to buy the land but they declined.

The Church would like to build a nursing home on the 4 acres of land. Money from the sale of the field would be re-invested in the Borough (possibly Catholic Church school at Dorridge with an investment to convert into an old people's home.)

Dorridge school is only single entry and it needs to be two form entry. Investment is required.

Catholic clubs have closed down now and these sites are up for development. There was a plan for 25 affordable homes on the field which Berkswell PC vetoed.

There are parking problems in the village centre. Independent businesses and banks are closing down in the village centre. A two story car park at the library car park would help. It is nice to have a centre. Would support the concept of a CORE development of the centre including the Lant to village centre to Lavender Hall park. A cafe style village centre.

Develop more facilities at Lavender Hall park. The problem is what can you do for the youth. Organisations that used to be successful Rotary, Lions and Round Table all suffer now.

Leisure centre is the way to get together now. Leisure seems to be a replacement for societies.

There is no sophisticated transport system to Balsall Common. You cannot get here without a car on a Sunday. People have to use their cars.

GP surgery only open four and a half days a week is a problem for an expanding village.

Broadband is very important for the village. Church does currently not have broadband.

They are thinking of a car parking overflow into the field as there are only 40 spaces at the Church. Access to parking on a Sunday morning is an issue. Parking is also a major problem at functions. Lions are allowed to use the parking and the field for events at the Lant. The Lant are allowed to use the car park for cricket festivals.

Everyone wants houses but not in their back yard.

There is a need for a by-pass. The Kenilworth Road is a rat-run. Everyone would like to see a by-pass.

Church is interested in helping people in general.

Most parishioners are buried at Temple Balsall Cemetery.

4d. Focus Group Interview

Participants: JAGUAR LANDROVER EMPLOYEES

Focus Group Organisation Type: Commercial

Date: 26 March 2018

Present

XXXX XXXXX Jaguar Landrover [Head of Corporate Real Estate]

XXXX XXXXX Jaguar Landrover [Senior Town Planner]

Cllr Christina O’Sullivan Balsall Parish Council (Facilitator)

Cllr Will Heard Balsall Parish Council (Scribe)

C O’S asked whether XX and XX minded that the discussion would be recorded – they were OK with this.

C O’S explained the background to the Neighbourhood Development Plan and referred to the Oakley housing estate which is literally on the boundary of the JLR site at Honiley/Fen End. This also marks the Balsall Parish boundary.

Clearly housing considerations and JLR’s effect on the local economy were the most important subjects of the NDP that the council was interested in vis a vis JLR. She asked whether JLR had any long term aims to develop the Honiley site per se and whether they saw the need for developing in the area outside the site itself.

XXXX said that they did not see themselves expanding beyond the boundaries of the site in the near or, indeed, the far future. XXXX commented that other JLR sites presented problems because housing was near to their sites – but they had no plans that would cause any problems for local residents although there was an occasional complaint about noise when they were testing cars.

He was worried about creating a poor relationship with the locals if new houses were built nearby. C O’S suggested that there might be lower priced houses situated nearby at some point. He said that if they were to expand it would be on site.

Asked whether they had any interest in the possibility of a new route between the A45 and the A46 or a bypass around Balsall Common. He replied that they do have interest in the fact that the HS2 route would be nearby and any improvement in local highways would benefit them vis a vis moving parts to their main manufacturing plants. The Honiley/Fen End site is more for R&D not production. It does not receive goods with a time limit or turn round limit

A bypass around Balsall Common would certainly be a help to them.

The discussion then moved to consideration of the local economy. XXXX said that they do appreciate that they generate traffic around Balsall Common. The site has grown quickly but this is more from short term need rather than long term strategic planning. He added that if more people were attracted into the area that would be OK by them as they can draw employment locally. JLR has had meetings with local organisations asking what they can do to help the area.

As regards long term strategic planning for the area he said that 5 years was a long time to JLR but he pointed out that electricity supply in the local area could be an inhibiting factor to local growth if resources were not improved. Diesel cars will have been phased out by 2040. Power availability will become a big issue mainly for their manufacturing plants but also Honiley/Fen End.

The shared space concept for Balsall Common centre was discussed (with the aid of the photographs). He thought it imperative if such an improvement was made then charging points should be incorporate somewhere. He thought it feasible that improvements in battery technology meant that cars could be recharged in about 20 minutes in due course.

Then the discussion turned to the natural environment. He was aware of planning requirements ref bio diversity and that there should be no net loss to the environment when new building took place.

End

4e. Focus Group Interview

Participants: Balsall Common Primary School Academy and Damson Wood Infants School, Lady Katherine Leveson C of E Primary School, Heart of England Academy

Facilitator: Cllr Mark Tattum

Scribe: Cllr Helen Dean

Focus Group Organisation Type: School

Date: Monday 23 April 2018

COMMUNITY SERVICE

HoE 1300 pupils dual role a) educational 11 – 18 b) offers facilities to community (hall, stage, and sports hall)

Have regular lettings Centre Stage and Fun Run, also specific events eg BC Lions. Aftercare provision = Pathways after school. Full time counsellor for better behaviour and mental health. Work with police – re safeguarding issues. Very wide catchment area. ASD specialist (autistic). 4 pastoral care managers = 4 houses. Pensioners Tea Party, Links with Warwick Uni, hoping to forge links with B'ham Uni.

Lady K= C of E 187 pupils (can take 230) 1 form entry a) educational and b) historic values, Heritage weekend etc. Wide catchment area down to Warwick. 2 forest school areas + animals – pastoral/mental health support as outside services decline. Children taken to visit almshouses and care home. Nurture room for children with needs.

Balsall Common Primary – 750 children. Outstanding, well-being, happy learners. Huge parental support. Pressure for places. 146 applications this year (can only take 90 BC children and 6 from outside) Open from 8am – 4.30. 1000 children use swimming pool. Facilities = hall/fields. Space is big issue as 100yr old building. 3 form intakes. Full time counsellor for family issues as waiting lists outside so long. Go around OAP places to sing. Staff turnover less than 10%.

ECONOMY

All are employers.

Lady K – 37 staff struggling for out of hours staff/cleaners/lunch time staff. Teachers seem to like school – school bus works well – good car parking for staff and parents.

Primary – 103 staff many are local. Parking only for 45 cars. Retention is good. Recruitment is hard as younger staff unable to afford housing.

HoE – Parking/access = problem. Support staff outsourced. Public transport not available. 6th form parking an issue. Better transport services needed as staff have to drive. Precluded in increasing 6th form as no transport. Staff turnover less than 10%

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NATURAL ENVIRONMENT

Primary – very little enjoyable spaces in school – Holly Lane playing fields can walk to, Willow Park too far, issues with Lavender Hall skate park, ok to further talk re removal of basketball court to LH park.

HoE – Holly Lane big issue as too far away, limited use for fixtures after school. Opportunity for exchange - build on field and give HoE land nearer to school.

Lady K – 2 forest school areas, charm of Lady K is that it is different. Possibly increase housing at Oakley to increase children numbers.

COMMUNITY ASPIRATIONS

Primary – Needs better accommodation currently not meeting needs of 750 as built for 450!!

Solution would be to give to HoE to expand and build new school. So as to provide community services also a great opportunity looking to the future.

Lady K – concerned as school needs pupils. USP = different experience so giving choice to parents.

HoE – This year 60th anniversary. Wants to maintain student population – need provision of places not just BC children. Numbers need to accommodate Hampton, Berkswell, Meriden. Lower school 1075, 6th form – 225 = 1400. Not enough space, constraints due to site and money. Some buildings not fit for purpose. Size of classrooms not large enough to hold numbers. E.g. science labs. Community facilities used by areas around BC (theatre, arts, sports). Desire and need for public space in BC.

4f. Focus Group Interview

Participants: Balsall Common Tennis Club, Balsall and Berkswell Hockey Club, Berkswell Cricket Club

Focus Group Organisation Type: Sports Clubs

Date: Monday March 26th 2018

Present

XXX XXXX Balsall Common Tennis Club

XXXX XXX Balsall and Berkswell Hockey Club

XXXX XXXX Berskwell Cricket Club

Mark Tattum Balsall Parish Council (Facilitator)

Will Heard Balsall Parish Council (Scribe)

MT asked whether the attendees minded that the discussion would be recorded – No problem.

MT introduced the session by briefly describing the NDP process and referred specifically to the built environment in respect of planning policies that the NDP can cover. Balsall Parish Council needs to find common elements and issues amongst the various parties and organisations that they were interviewing. This will help frame planning policies in the NDP

The discussion was free ranging in which all parties joined in even when the sport concerned was not their immediate concern so the following is a distillation of what was said by the various parties.

There is a board at The Lant to represent all sports based there – cricket; hockey; tennis; sailing.

Hockey

What is the “catchment area” for membership? It stretches from Knowle through to Tile Hill and Eastern Green via Berkswell. Various local clubs are struggling but the Lant has an attractive social side to it that helps. But the Lant facilities are limited. For example although the hockey club is based there it actually uses pitches at Warwick University but the Lant “is our social centre”. There is no space for the hockey club to use Hampton in Arden hockey pitches. They also use the Bablake School (Coventry) pitches. However they need proper hockey pitches to play on. For example “3G synthetic pitches” but the material used for synthetic football pitches is no good. They want short pile AstroTurf – you can also use

that for football but the FA does not give money for AstroTurf pitches. 40% of their members are within Balsall/Berkswell, 20-30% are the Balsall Common side of Coventry plus graduates from Warwick University.

They have a junior section that plays on the university pitches and they have gained junior players by playing on the other side of Coventry but they want to get back to Balsall Common where they first started. MT suggests they need to lobby Solihull Council.

The Heart of England School Sports Assn are in contact with Solihull regarding using the pitch area at the Holly Lane green space. There is a potential grant from HS2 for a multipurpose surface which the school would use in the day and the community in the evenings and at weekends.

If there were a suitable pitch at the Lant they could tap into the University for more members. It would support 200 juniors and 150 senior members.

Tennis

Virtually all junior members of the tennis club are from Balsall Common and 90% of they senior members. The other 10% are ex Balsall Commoners. The Lawn Tennis Association is really helpful. There is enough capacity with the current courts – we do have a booking system but it's not well used – you can get a game most of the time. Coaches are there on Friday evenings and then you have to book. They have aspirations for an indoor facility. The LTA sees indoor facilities as the way to go. You can have a “Bubble” which costs about £10,000 to £15,000 to run annually. They would need to attract more members to justify this – likely from a wider catchment area. Hampton in Arden use professionals in their team. This attracts junior membership. They don't have a problem competing with other local sports clubs – eg youngsters play tennis in the summer and football in the winter.

Sports Association at the Lant

This is very effective in bringing the juniors together. There is a cross over between sports - e.g. tennis players will transfer to cricket and vice versa.

This is a strong argument for having a central sports body but the Lant facilities need “beefing up.” For example you cannot have a club event like a presentation ceremony because it's not big enough. You have to hire a marquee, use the village hall or the Hornets facilities. Mott's youngsters walk or cycle to the Lant as opposed to their parents driving them there.

General

Parking is “atrocious” at the Hornets club. However we have a site “bang in the middle of the village” – the Catholic field could be used for shower and changing facilities, car parking, you could have a multisport pitch on that land. If there's to be 800 houses on Barratts Lane then the Catholic field and the Lant would be ideal as a focus for the community.

This area could be the Hub or Core for community activities. The Barratts Lane development could provide money through S106. You could make Meeting House lane a no through road. You could have an indoor cricket academy – facilities for table tennis, hockey etc.

The village centre and the Lant are very close - - they could provide a much better focus for the community than at present. The Lant could be a focus for a lot of social activity if it were to be developed. Balsall Common Festival – it's where the community comes together. Fireworks. The Lions say it's the best facility in the village. However, at the moment it is not an official public space but a private space.

There is no gym facility in Balsall Common. Balsall residents have to go elsewhere.

Housing development in Balsall Common

What their view was on more houses in the village. How would it affect their plans?

It depends on the profile. 2000 to 3000 more people in the younger age range e.g. 25 to 35 years old then it would provide more of the right aged people to use sports facilities.

At the moment hockey has the same problem as with tennis – it's a doughnut situation – lots of youngsters and older people but few in the middle. They all lack the 25 to 40 age group.

The NDP planning policies could help them by ensuring lots of 1-2 bedroomed flats like in the Bannerbrook estate. Tennis could put another two courts in. How do you get hold of the Catholic field? Access is very important. It could be bought by increasing the precept.

The Barratts Lane development will have a school – it could have a community facility like a hockey pitch, changing rooms etc.

What if as proposed in a recent Consultant report to SMBC there were a new settlement of 10,000 in the area like Dickens Heath – we would become a suburb of that town. The HS2 hub will also provide more housing in the area – 2000 houses already planned. But it could get far more houses.

If you build a new school then you build new sports facilities – we already have a hub with HoE – and the development of Holly Lane for school sport. With HS2 grants you can apply for up to £75,000 – but Hockey would want a “4G” pitch rather than a “3G” pitch – cost a lot more per square foot. Schools have difficulty monetising their sports facilities and investing in sport has also gone down the priority list for schools. People need to get out and about more.

Green spaces plan; pathways; cycle ways; Willow Park; fitness equipment in the park – from the household questionnaire people want a lot more done sports wise.

END

4g. Focus Group Interview

Participants: Friends of Willow Park

Focus Group Organisation Type: Community Group

Date: Wednesday April 4th 2018

Present: Willow Park Working Group

The friends of Willow Park presented a plan for a schedule of works in Willow Park that they felt would deliver the two ambitions of making the park a more attractive and useable facility for a wide range of users. The group has gained feedback from the community to inform their proposals.

Phase One:

Works to the MUGA including resurfacing and installing play equipment suitable for pre-school children.

Phase Two:

Install tarmac path to connect top entry with lower path, replace top gate entrance with metal to match lower fencing/gate.

Phase Three:

Create a woodland area

Phase Four:

Install gym equipment along new path

Phase Five:

Replace/refurbish existing play area.

Phase Six:

Improve boundary hedging, create wild flower meadow, plant bulbs.

Phase Seven:

Fence and install a dog agility area.

Phase Eight:

Construct and equip a mud kitchen and welly walk.

Phase Nine:

Other works to include new trees, install bike racks, lighting, cctv, signage, jogging circuit, community garden, some landscaping/tree work, remove goalposts and basketball hoop.

4h. Focus Group Interview

Participants: Women's Institute

Focus Group Organisation Type: Community Group

Date: Thursday May 10th 2018

ClIr Helen Dean (Facilitator)

ClIr Christina O' Sullivan (Scribe)

This meeting had the Chair and other members sitting at a top table and all the other ladies approx. 30 were sitting as if at an annual general meeting. They discussed what their future years aims would be and then handed over to Helen.

Helen opened the talk with an explanation of the NDP and showed them one her posters which they all recognised and discussed the Questionnaire, Housing Needs and Business Survey and explained the response rates. Helen also explained about the exhibition which covered Housing, green spaces and the Village Centre. Maps from the exhibition were in the room and Helen explained them.

The village centre was highlighted, and the picture was shown to them and the changes to the library car park explained.

Helen then went onto explain what Focus Groups are for and opened their responses with Housing.

They made the following comments:

Housing

We need houses for young couples our kids can't afford to live here.

I have a granddaughter who lives in Coleshill only because it's cheaper there.

My sister would like to live here but can't afford to do so.

Housing design – they see Elysian are characterful, but they are built too close together. There should be more green spaces there.

I live on Elmwood Close something needs doing about the traffic I have to let up to 50 cars go by before I can pull out. Traffic is a big issue.

Haul Route – Road Infrastructure

I live near Balsall School the traffic is dreadful and people park on the grass it needs belisha crossing.

They were talking about the bypass years ago it's never happened

The proposed bypass is a car park for the station and they are up past the Brickies now.

The road past the school is a bus route yet they allow parking they should use the service road opposite. Take the no parking lines off the service road.

The whole of Balsall Street is like a race track.

Fen End does not have country lanes anymore there is too much traffic.

There were then many complaints about the amount of traffic on the A452.

More complaints about parking down Kemps Green Road for the school it takes 4 minutes to get off my drive.

Heart of England kids get dropped off in Kemps Green then walk through the houses. Parents park there and then walk through, someone asked a person if its ok to park there, which was unusual. The school should provide more parking spaces most available seem to be used by the staff and some staff park out on Gypsy Lane all day. It's dangerous they park on the pavement and people can't walk through with pushchairs and must walk round the cars in the road.

There are too many vehicles on Truggist Lane at least 30 a day, 40 tons in size, I have complained to SMBC but nothing happens I intend to take photos of the number plates and send them in.

That lady was known to Christina and she talked about the byelaws which inhibit lorries that size and Christina sent the bylaws to that person later.

Green Spaces all explained

Holly Lane playing fields need a parking area there are cars everywhere. Is it down for housing on the Solihull plan. To be designated.

How can you build there when the lanes are not big enough? Holly Lane is used a lot.

We need a new infrastructure here. We have lots of eateries and no new facilities.

Helen said people want large meeting spaces Scouts and Brownies suggested a meeting place.

They don't think we need a community centre where will you build it?

This is hold hat they have been talking about this for thirty years.

What are your aspirations

My brother had to wait two years to get into Balsall Street. Why are they taking people from Coventry?

We should be using the existing halls like Heart of England.

We need more school's ant build any more houses without more schools and doctors.

Social Support vehicles are needed to get people to the doctors. We also need more capacity at the doctors.

Helen then explained CIL and the voting for the NDP.

We have had new estates her over the last 30 years without any new infrastructure how can you build more without improving that first.

I moved here in 62 we were Meriden, and since that changed to SMBC no one has done anything for us here.

All housing should be stopped until HS2 is finished – yes, we have lobbied for that we agree.

4i. Focus Group Interview

Participants: Scouts and Brownies

Focus Group Organisation Type: Community Group

Date: Wednesday April 25th 2018

Councillors – Lee Quinney and Christina O’Sullivan

XXXXX XXXXX

XXXXX XXXXX

After conversation about changes in the village over the years the following points and opinions were as follows

There are 4 Brownie Units in the area XXXX has 20 girls and a waiting list.

Rainbow feeds into the Brownies and Brownies feed into the Girl Guides.

They would appreciate a contact at Warwick UNI so they could investigate using their facilities

People settle here because its easy access to the rest of the country and the schools are good.

Village verses town – When we first moved here there were lots of independent shops. Greengrocers, florist, butcher not anymore, we have too many Sainsbury’s and Tesco’s we miss the independent’s and the banks.

If it’s going to be more of a town we need more infrastructure and traffic control for the A452.

They think housing development should be discouraged. Why didn’t we have brown sites on the maps last weekend?

The big question is “HOW DO WE MAINTAIN OUR IDENTITY” with all these changes?

Knowle, Dorrige and Solihull people don’t come here but we go to their facilities. What could we have here to draw other communities to us?

Communication about Balsall Common should be better. We asked them if they used Facebook and did they watch the Balsall Common site and the Hornets etc. They said they didn’t because they don’t use it as they wouldn’t put children’s pictures on line.

Small businesses for children don’t do well here as the population is slightly too small and Riddings Hill residents now have children who are grown up. Until the next influx of new housing we don’t see the children numbers going up. We see it stagnating.

They link with the schools for volunteers, visit old people's homes, The Festival and bonfire night. Key events are important to them, community is important. The Festival relies on them too much they want to find people who would contribute. They have too many children and enough volunteers for themselves.

Reference the Governance Review they said they looked at Balsall & Berkswell as one area, didn't think of it as split. Changing the line makes no difference to them they have their own lines of governance in both groups which they follow. Scouts don't mix in both areas, but Brownies do.

Maybe a bigger single parish would have more power.

Housing – Houses being built in bigger numbers impacts traffic, schools and the doctors etc. Feels like a community now will be less with more people but the commuters continue to move in so maybe not.

The Green Belt round us fences us off from Coventry, Solihull and Birmingham. We don't want to merge with any of those. We are 15 mins from everywhere.

Dog walkers are a big community here.

The Scouts have a lot of participation with the natural environment, so our greens spaces are very important to us. The Brownies help a lot with Balsall Rocks that gets them outside.

Is there anything unique here about the culture?

The demographics have changed in the last 10 years, Riddings Hill had loads of families when they all moved in they are all grown up now and that's why the schools let children in from other areas. When the area expands that might change again.

Does the politics need to change? A lot of people here don't get involved they are working or contractors who work away.

The NDP needs to consider cheap housing to help keep the population young and supply cheaper housing. It used to be we were cheaper than Solihull so attracted people from there. Not now the house prices are the same. Kids move away after UNI then can't afford to get back here to get married and have their own family. How can we offer something to get them back?

HS2 isn't a problem for commuters that's why there weren't so many people doing petitions and disagreeing to it.

The Excel Centre and the UNI should be publicised more for sporting facilities.

Should we have a sports centre?

Yes, with exercise rooms for classes etc. It should be like Abbey Fields that's excellent. It should have community rooms, create employment, Senior Citizen functions and a community Garden.

Village Hall wants “doing up”. Brownies use it and the Scouts use the Methodist Hall. They looked at the Jubilee but it’s too small and St Peter’s is the next best, but it’s always booked.

We need something bigger.

What about entertainment – we have plenty near and far, NEC and Warwick UNI and you can always catch a train to Birmingham or Coventry.

The village hall used to run bingo and disco’s but not anymore.

Is there something for teenagers? NO

Willow park – no one uses it it’s not safe. It’s the perfect place to build a swimming pool and have the Lions Bonfire. They don’t do that now there is not enough room to park. Even the kids won’t go there now it’s too dangerous. It’s a lost cause.

They mentioned Abbey Fields again and said why can’t we have those facilities built on the Hornets land they don’t use it all and extend the parking in Lavender Hall Park.

Teenagers also need people to volunteer with experience perhaps “the new swimming pool” could have manned gaming rooms with computers and technology to make them join clubs there.

The Brownies also work on Carol Singing, random acts of kindness and VE celebrations.

They would support the change to the village centre with a war memorial then they could have proper parades for special occasions, it could be closed for community parties – if the Queen got to 100? There are not enough places for the community to come together the Abbey Fields scenario is the answer. It could make money hiring out for all suggested and birthday parties too. If we get a new primary school with a large Hall that might solve the problem.

Analysis of Feedback Forms

Prepared by F.A.T. Research on behalf of Balsall
Common Parish Council

JUNE 2018

The following results are based on Questionnaire Results Exhibition Event Map & Feedback Form and Village Centre Feedback form.

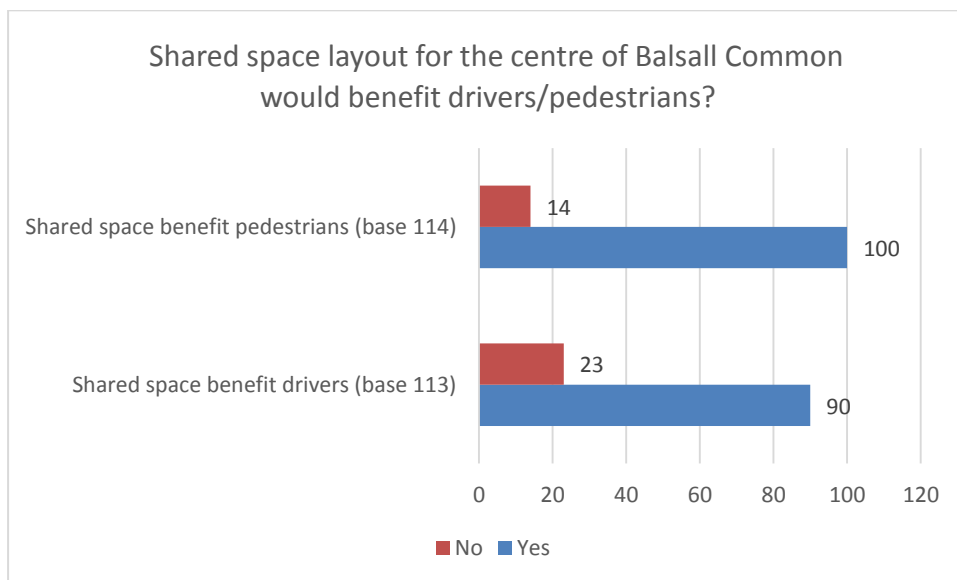
Balsall Common Village Centre Feedback

Summary

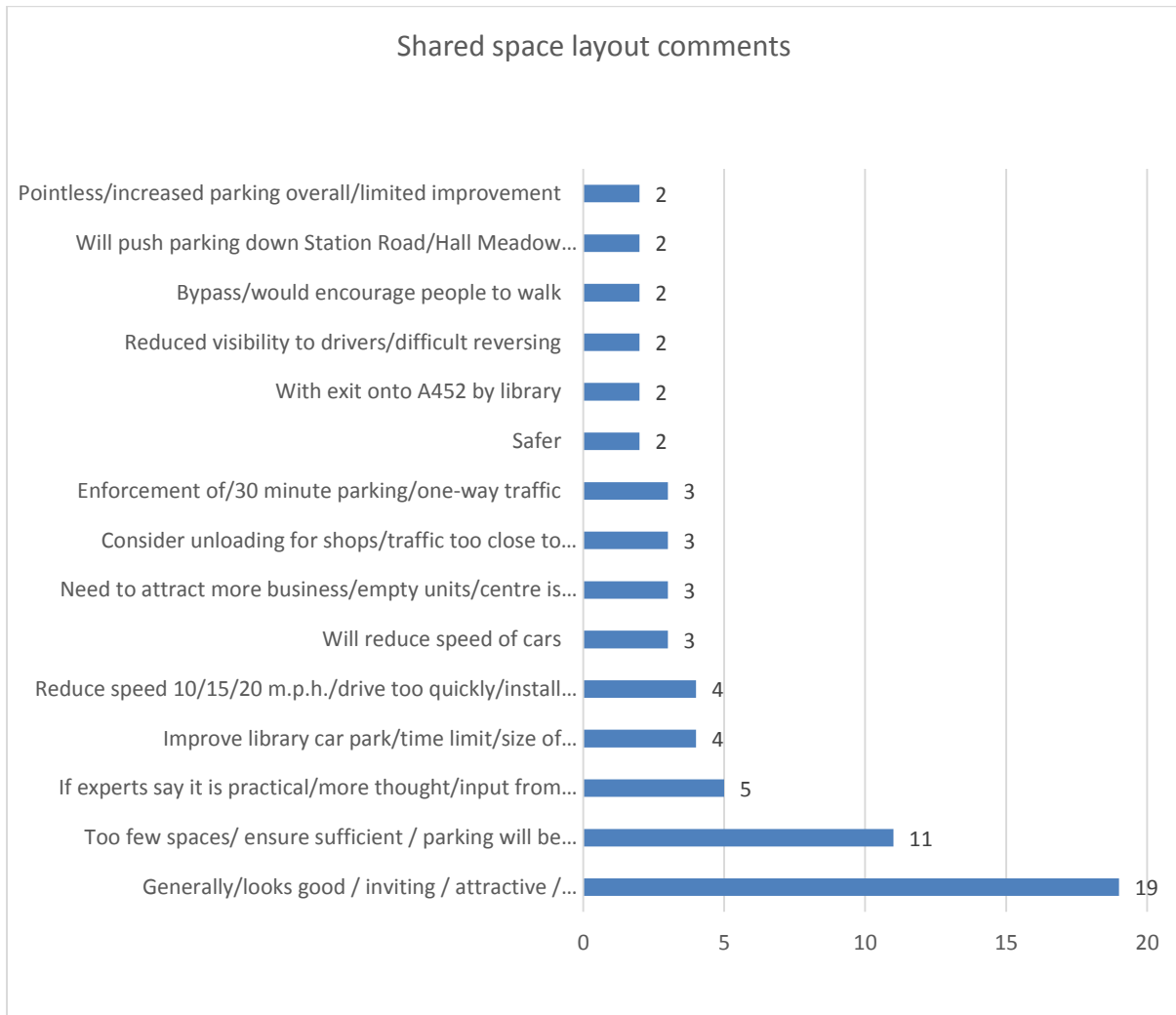
The number of respondents answering each question differs throughout, therefore the base fluctuates for each question. Due to small bases the following results are based on 'Totals'; percentage reporting has been excluded.

Village Centre Feedback Form - Total Base 121

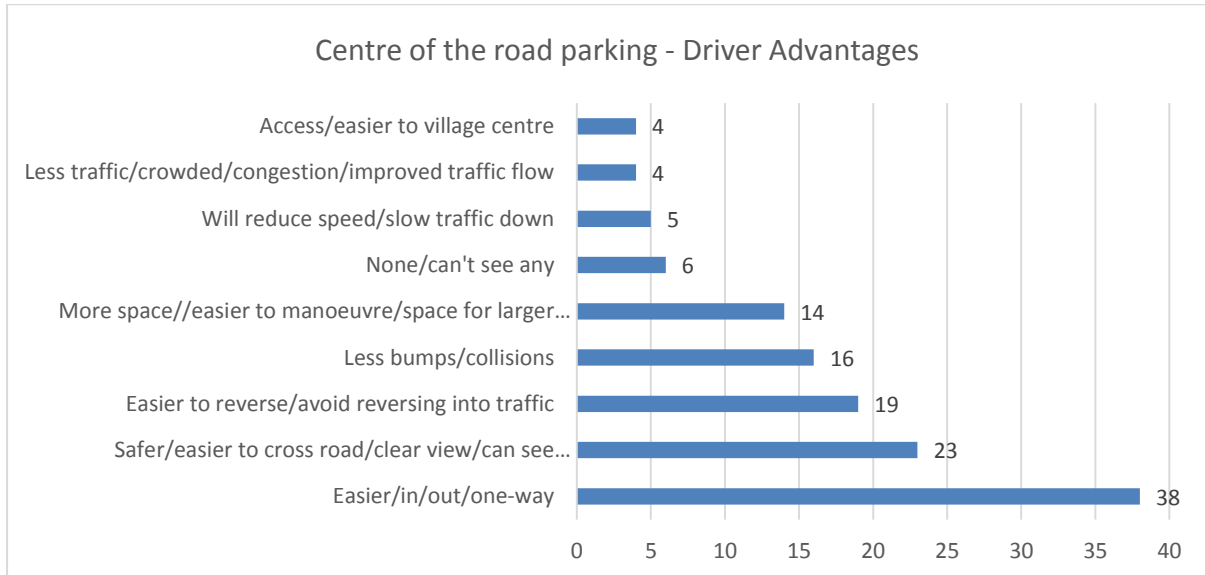
- It is clear that the vast majority of respondents think a shared space layout will benefit both drivers and pedestrians.



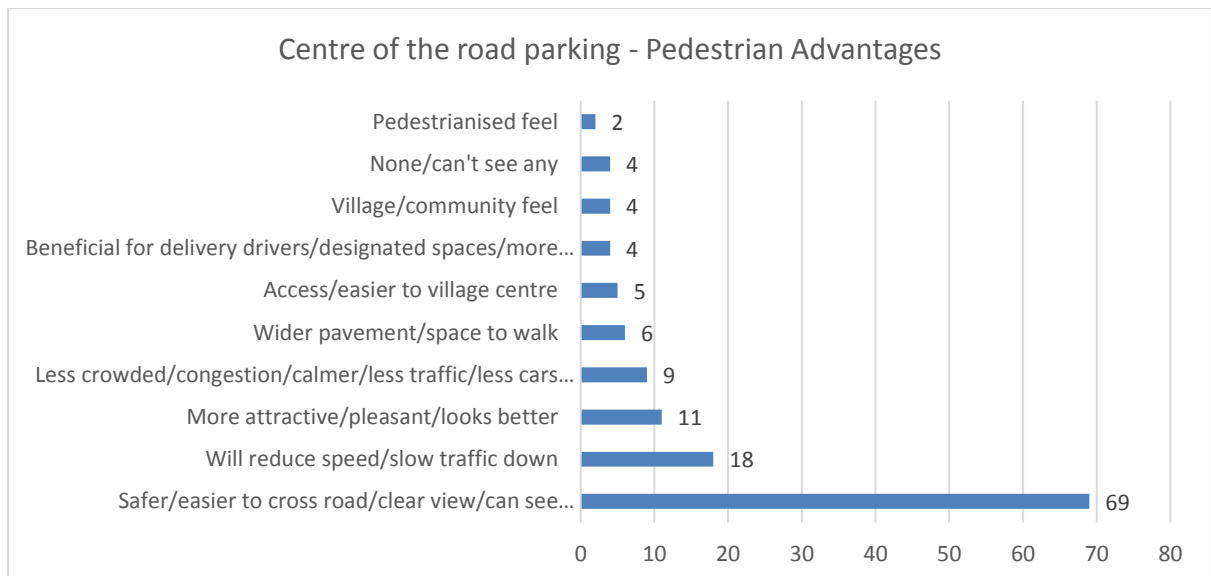
- The most popular comments made are that it looks good visually and is inviting and attractive. However, a number of respondents believe there will be fewer spaces, that parking will become an issue, especially at peak times. A number of respondents stated the need for 'expert' advice and input.



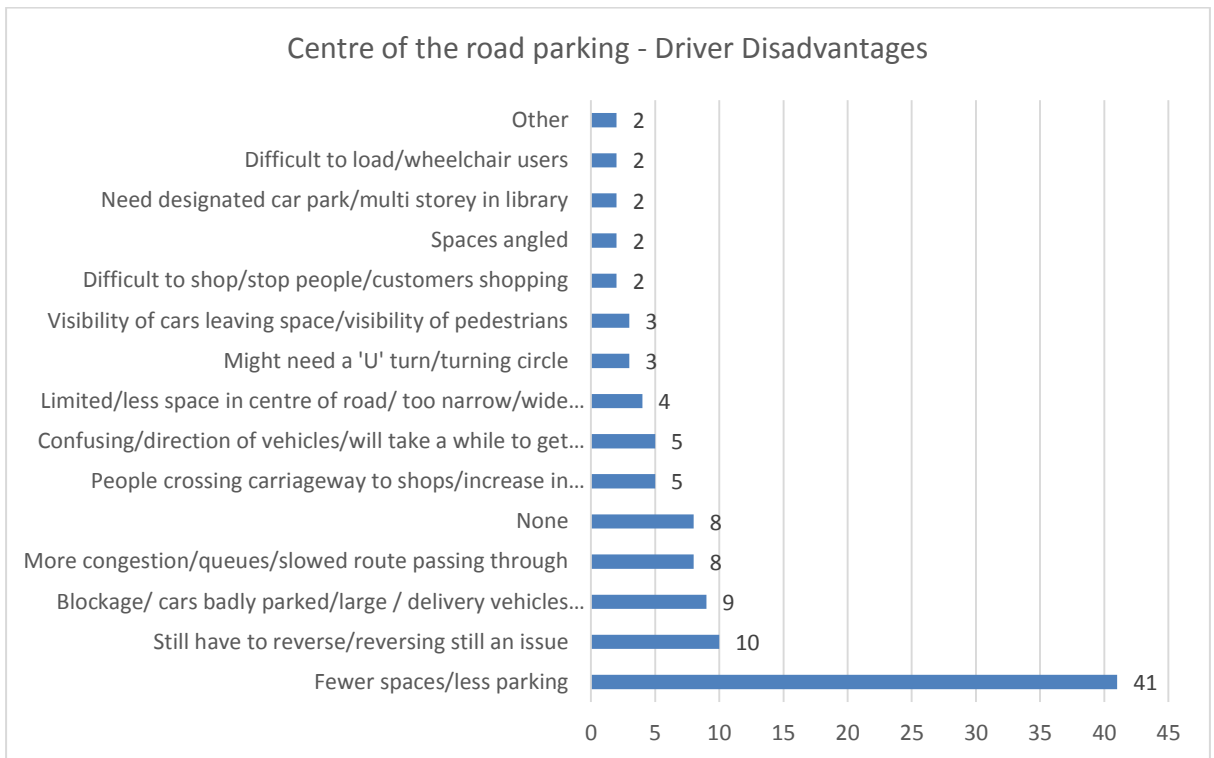
- The most popular comment in response to *advantages for drivers* was that it will be easier and safer. It was thought reversing will be easier, with a clear view, resulting in fewer bumps and collisions. In addition, respondents stated it will be easier for larger vehicles and delivery lorries



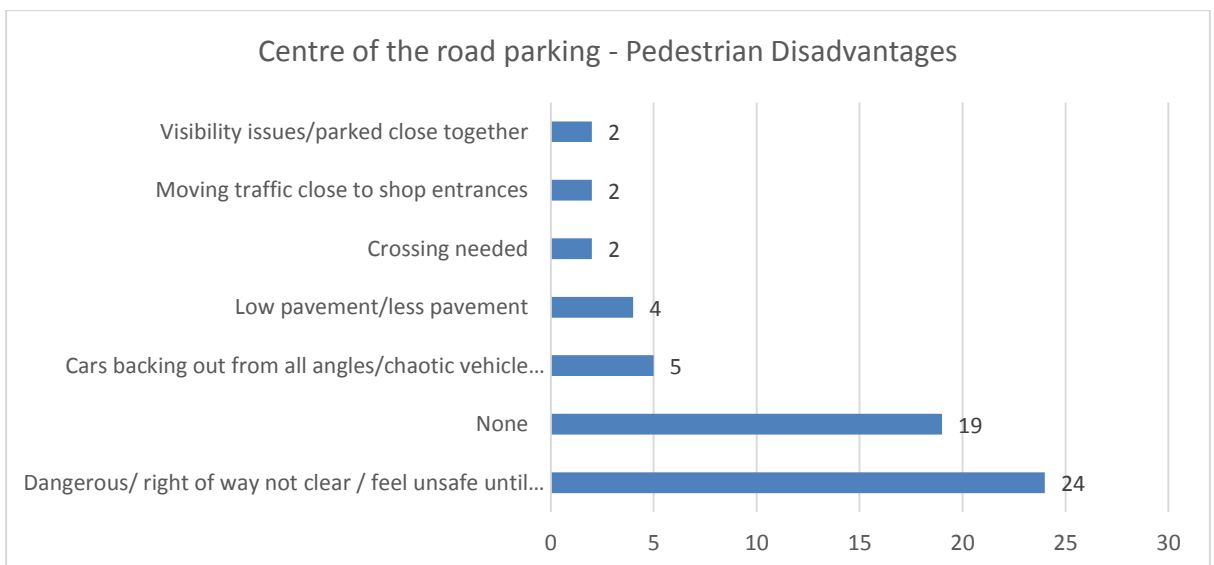
- Again, *safety for pedestrians* was stated to be the most advantageous aspect. Making it easier to cross the road, with a clear view and fewer reversing vehicles. Popular responses included a reduction in the speed of traffic and looking more attractive.



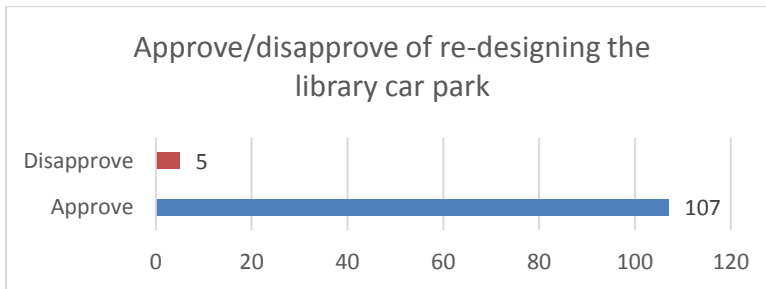
- The biggest *disadvantage for drivers* was considered to be less parking with fewer spaces. A number of comments mentioned reversing to still be an issue and blockage from delivery vehicles



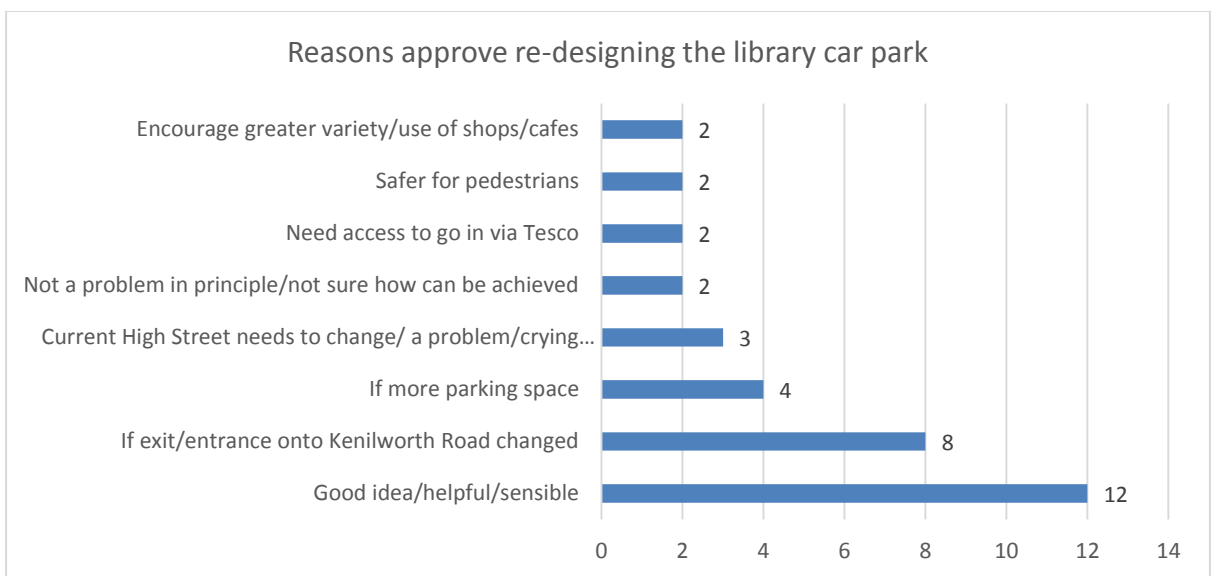
- The main *pedestrian disadvantage* cited concerns danger/safety issues due to 'who has right of way', and being able to understand the concept. That said, a number of responses stated there would be 'no' disadvantages



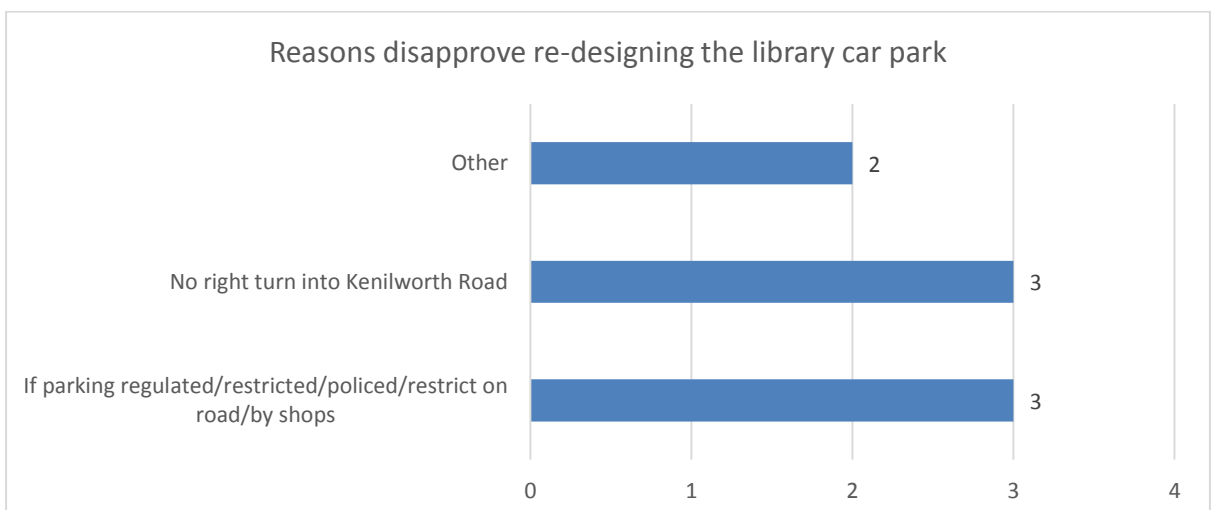
- The vast majority of respondents stated they were in favour of *improvements to the library car park*.



- The main reason for approval are that it is a good/sensible and helpful idea.

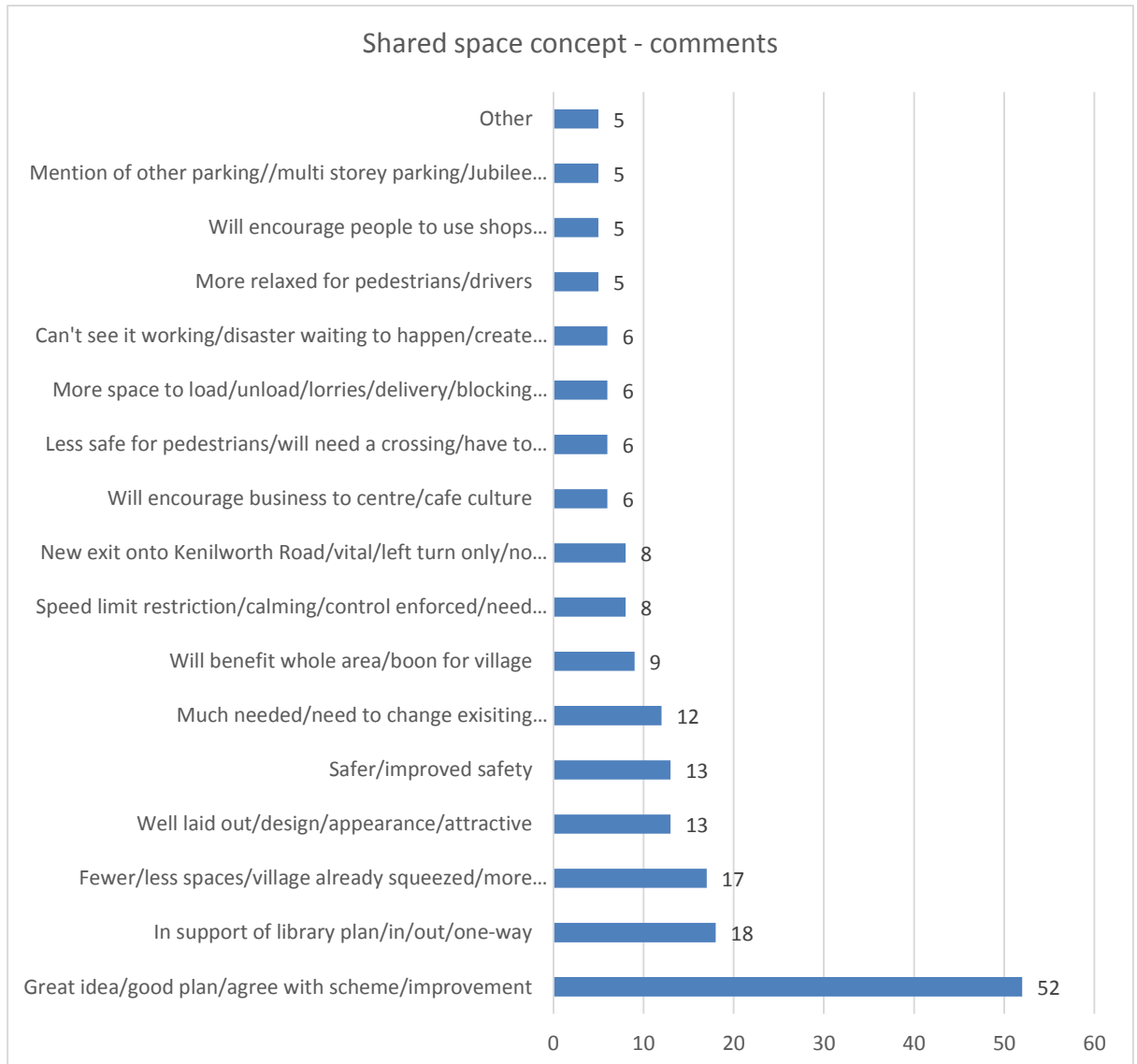


- Of the small number who disapproved, the main reason is that it would need to be regulated/policed. A similar number mentioned “No right turn into Kenilworth Road”

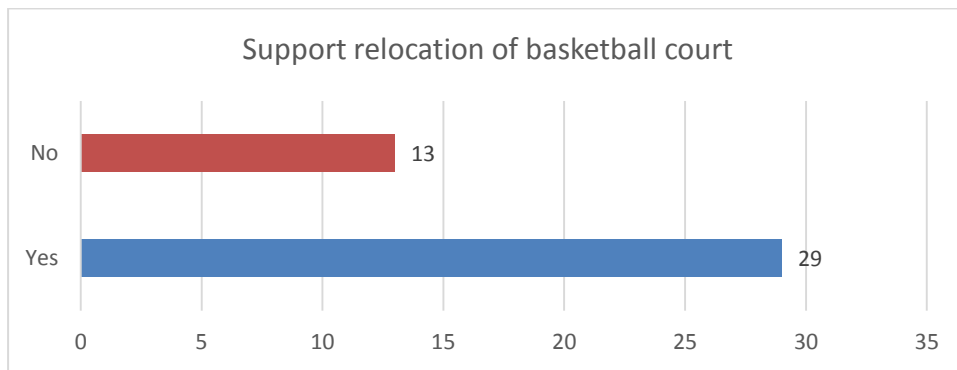


Event Map & Feedback Form – Total Base 97

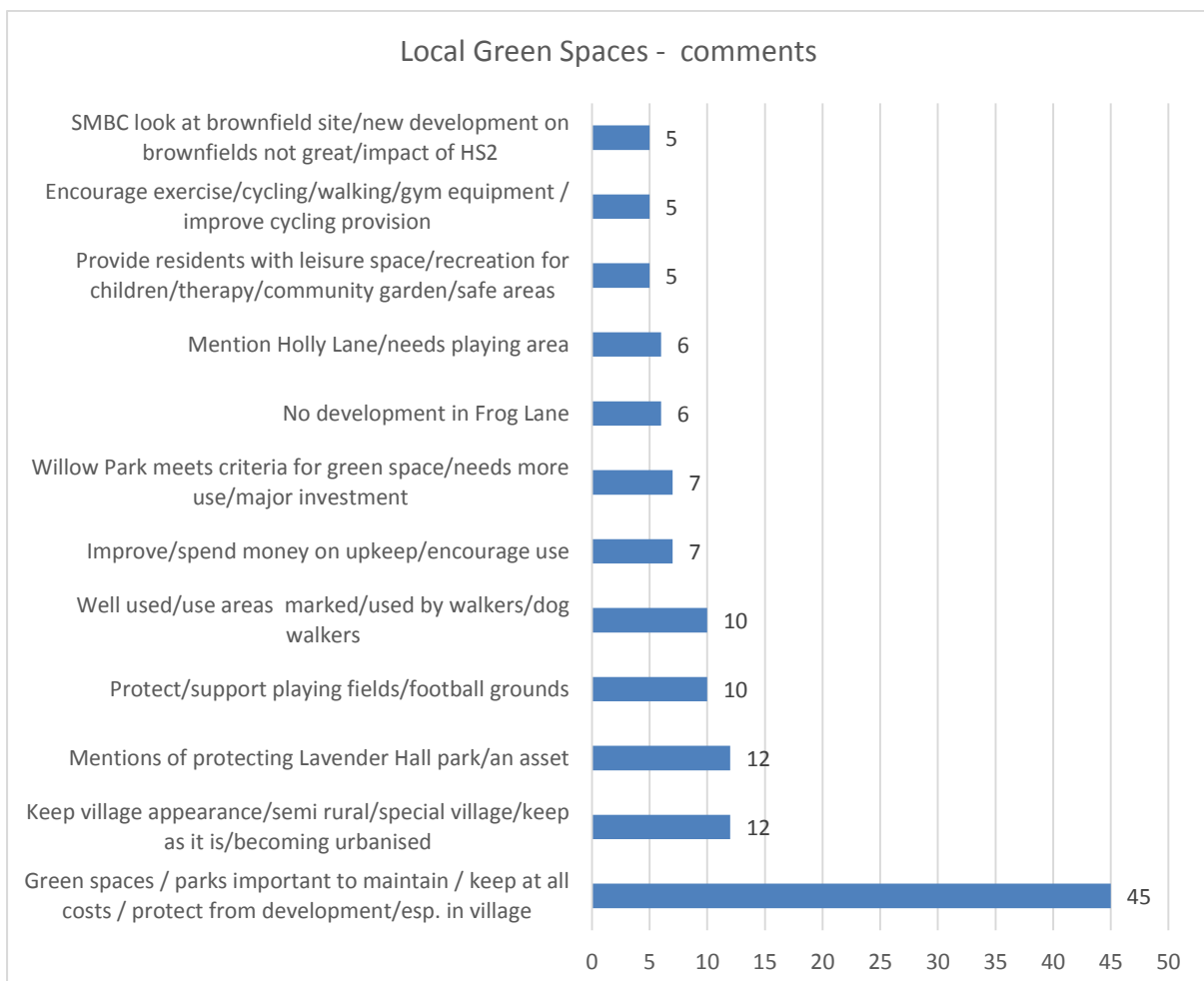
- By far the most popular comment was that *shared space* was a great idea/plan and an improvement. It was thought to be well laid out and of an attractive design. Respondents considered it was much needed, as current parking is an issue. Other positive mentions included improved safety and of benefit for the whole village/area. Support for the library plan was a popular mention. However, there was concern there would be few/less spaces and this would create parking on pavements.



The majority of responses were in favour of *relocation of the basketball court*



- The most popular comments stated the importance of retaining *green spaces and parks*. That it was vital to protect them, especially in the village. With importance also being placed on keeping the village appearance/as it is. The green areas are thought to be well used and there were specific mentions of the importance of Lavender Hall Park.



- Mentions of specific locations on the *Housing Map* were referred to (See *Table 1. Page 9*) . Additionally, comments referred to building on brownfield sites first and building all new houses on one large development. Barretts Land was the most cited. There was some concern for keeping ‘green spaces’ and that the infrastructure would need to be in place, especially as the current one can’t cope as it is.

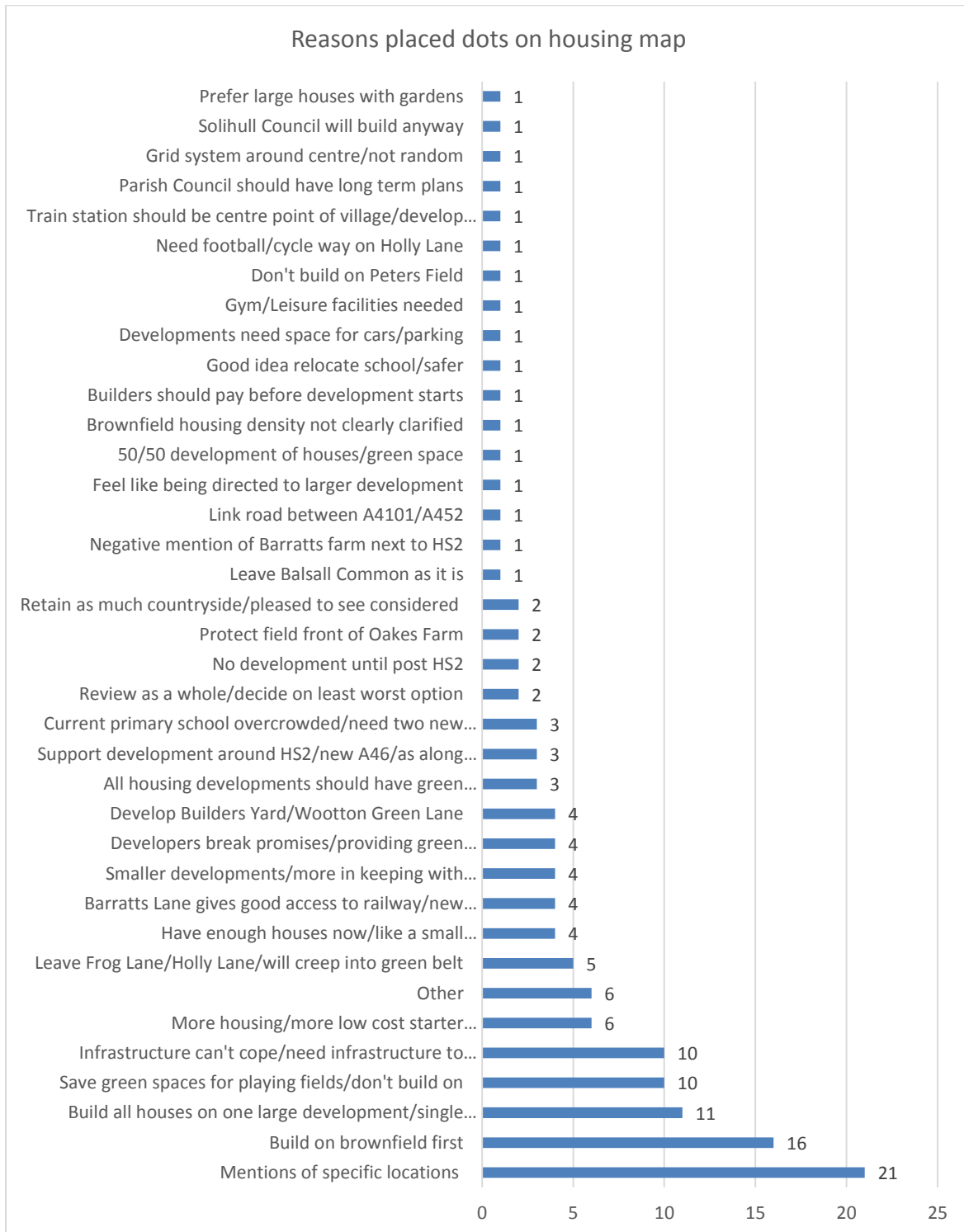


Table 1. Specific Mentions of dots placed on housing map.

| | | | | | |
|--|---|--|----------------------------------|--|--|
| | Adjust green belt boundary/bring brownfield site out of greenbelt | | Develop to south of Waste Lanene | | PDL site & North/South of village/with direct access onto A457 |
| | Against anything south of Balsall Street East | | Development based around HS2 | | Station Road good |
| | All backland | | Fenn End | | Stonebridge |
| | Area between Waste Lane & Old Waste Lane kept as Green space | | Fish Ponds | | Waste Lane |
| | Balsall Street East | | Holly Lane | | Windmill Lane |
| | Balsall Street East/Balsall Street should be southern boundary | | Kenilworth Road triangle | | Windmill Lane house/Windmill Lane |
| | Berkswell Village | | Land adjacent to Barratts Lane | | Windmill Park along way from facilities, same for Frog Lane |
| | Build off Kenilworth Road towards Birmingham | | Land at Grange | | Windmill Triangle |
| | Builders Yard at Wootton Green Lane | | New A46 | | Wootton Green Lane |
| | By railway line like on Tile Hill | | New estate by Fen End | | Wootton Green Lane/land rear of |
| | Dengate Drive | | New train station | | |

BALSALL PARISH COUNCIL



CHARACTER ASSESSMENT

SEPTEMBER 2018

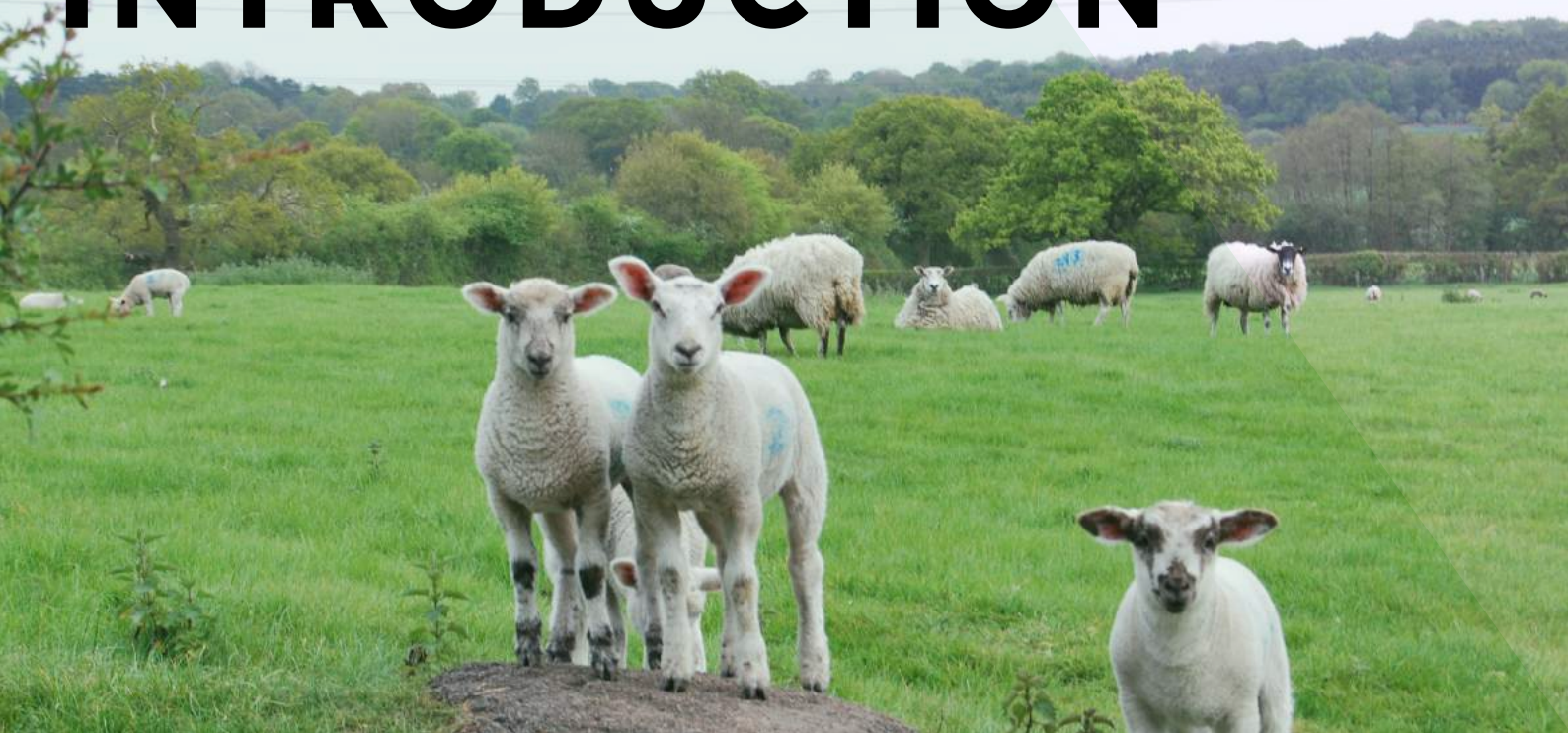


A character assessment of the Balsall Neighbourhood Area was completed in September 2018 to document and describe the existing character of our area. This character assessment can be used by developers and their architects to help them understand the local character. This in turn will help them to progress sensitively designed proposals, in keeping with the feel and appearance of our local area.

Good design, that is both visually attractive and functional, stems from having an understanding of a development's setting and the character of the local area. This understanding can help to ensure that new development proposals are of an appropriate design; one that respects and compliments the existing local character.



INTRODUCTION



BALSALL PARISH

The Balsall Neighbourhood Area is rural in character and has an active rural agricultural landscape with arable and pastoral fields that support animal grazing. Our area contains many properties with distinctive historical architecture including the historic settlement of Temple Balsall that is within a distinct conservation area. The Neighbourhood Area is part of the ancient Forest of Arden landscape. Oak trees are sentinels along our residential roads.



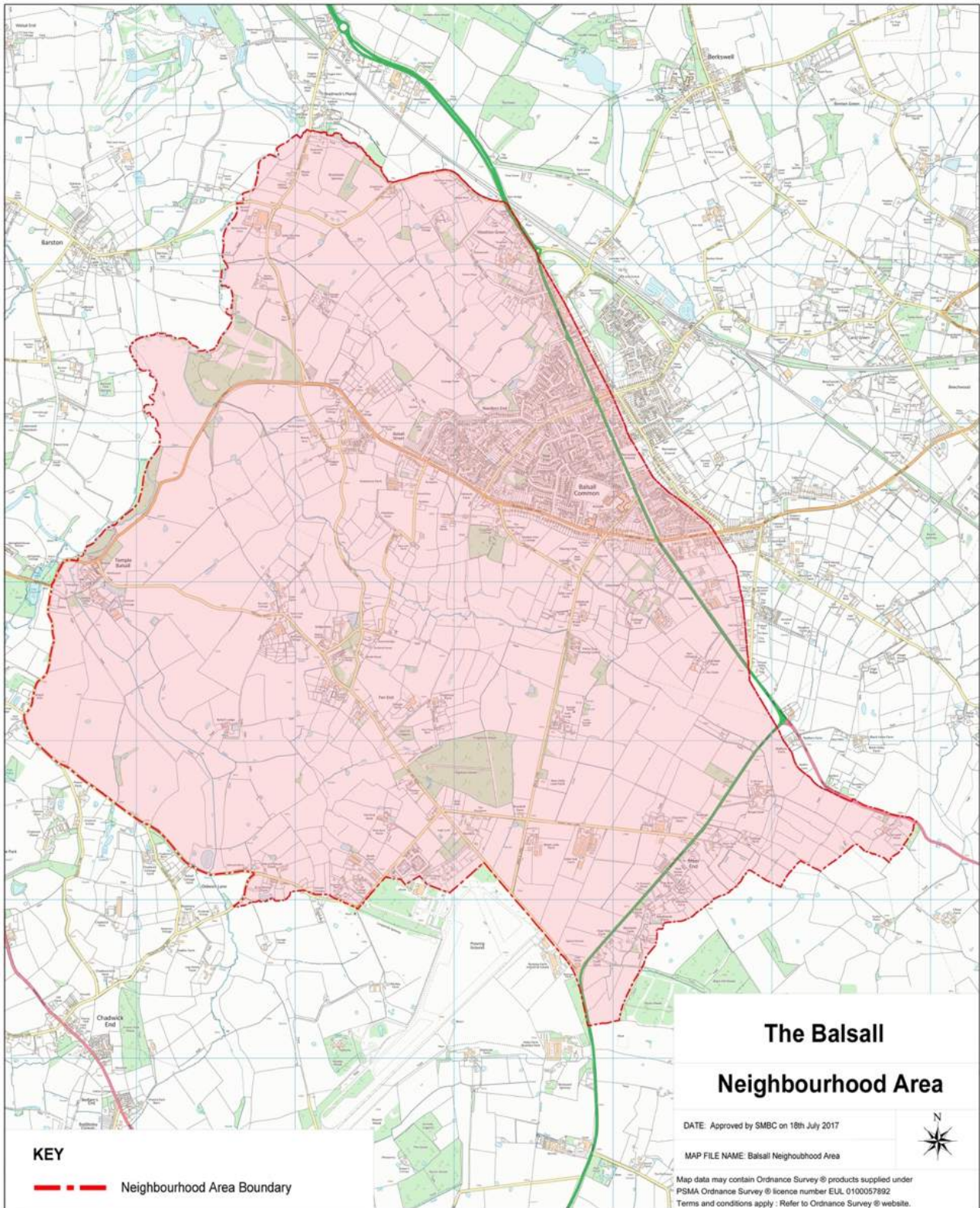


Figure 1. The Balsall Neighbourhood Area designated by SMBC

CHARACTER ZONES

Balsall Common village has been divided into fourteen distinctive character zones (A-N). The rural area has been divided into Fen End zone P and nr. Temple Balsall zone O. Meer End is zone Q defined by the A4177. These zones are all rural in character. Within the rural area the small hamlet of Oakley is zone R.

The characteristics of each zone have been identified by using Planning Aid England's Character Assessment Pro-forma. The overall character of each zone has been defined through a list of features which include topography, land use, road, spaces, buildings, landmarks, green and natural features and streetscape.



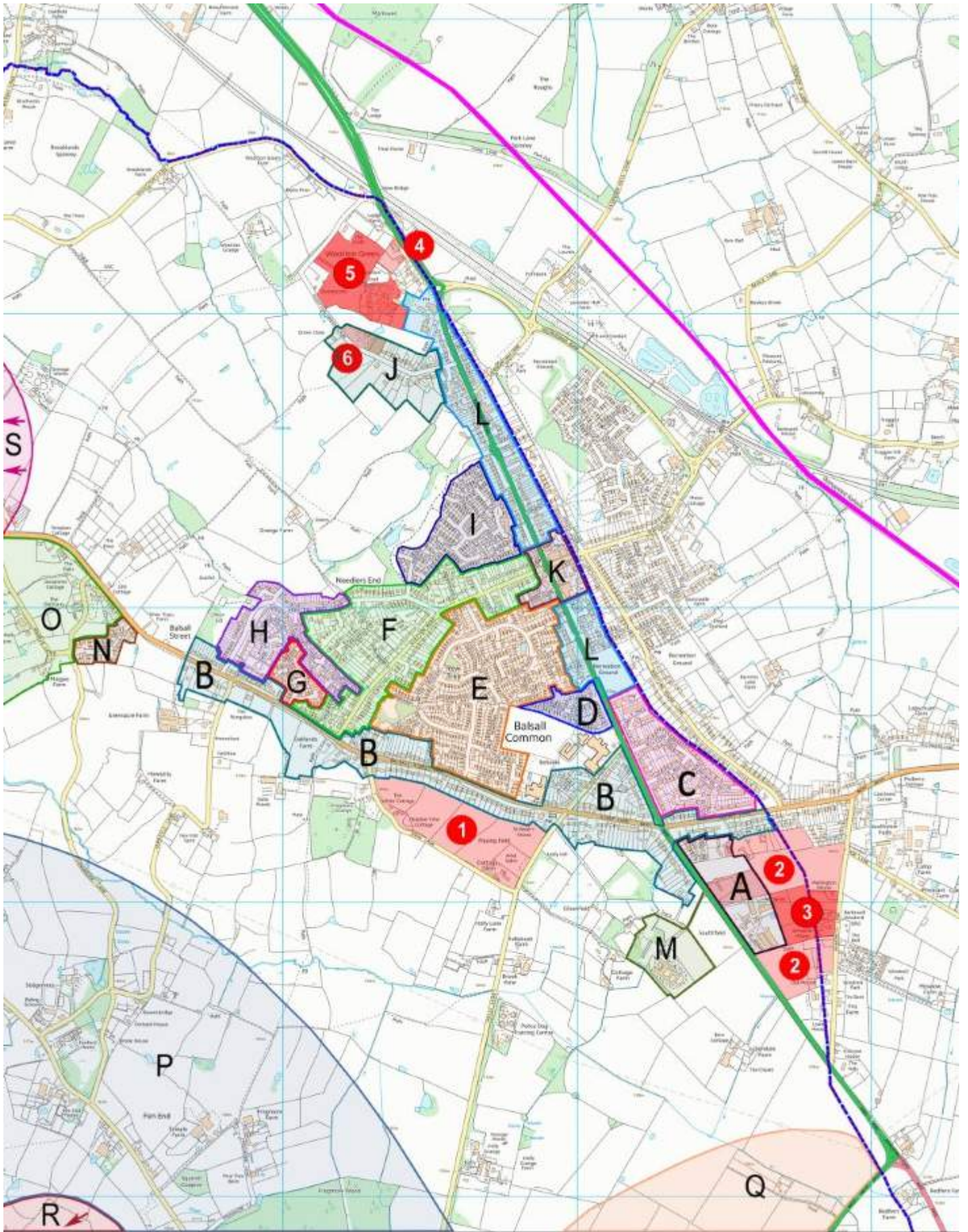


Figure 2. Map depicting the 19 character zones within the Balsall Neighbourhood Area

Zone A



Character Zone A

Topography: Flat

Land Uses: Residential

Layout: Linear layout

Roads, Streets, Routes: Kenilworth Road and cul-de-sacs

Spaces: Limited off-road parking

Buildings: Detached properties, terraced mews houses and apartments. A small number of three storey houses are located on Meer Stones Road

Green and Natural Features: Rural character of Neighbourhood Area is evident with established trees and hedgerows. A nature reserve exists to the rear of the Elysian Fields development with a fenced pond area situated to the front of the development off Drovers Close

Streetscape: Block paving is in place on the Kenilworth Road and sections of the Elysian Fields development

Zone B



Character Zone B

Topography: Flat

Land Uses: Residential, education, commercial

Layout: Linear layout

Roads, Streets, Routes: Alder Lane, Balsall Street, Balsall Street East with service roads providing access to properties on Balsall Street and Balsall Street East

Spaces: Limited off-road parking with restriction applied to the service road adjacent to the primary school

Buildings: Detached properties including bungalows, Edwardian and Victorian houses, semi-detached properties and modern executive home

Green and Natural Features: Rural character of Neighbourhood Area is evident with views of open fields when approaching from Temple Balsall. Grass verges edge the road side

Streetscape: Tarmac surface to roads and pavements

Landmarks: Balsall Common Primary School, St Peter's Church and Hall, Blacksmiths Corner, Oakes Farm, Barn at Balsall Street Farm, Wisteria Cottage, Stables at Frogmore Grange, Frogmore Grange, Cottage Farmhouse, Shenstone Grange

Zone C



Character Zone C

Topography: Flat

Land Uses: Residential

Layout: Linear layout

Roads, Streets, Routes: Cul-de-sacs are a feature of this zone. Two service roads provide access and act as a physical buffer from traffic on the Kenilworth Road and Kelsey Lane

Spaces: Parking is accommodated within housing plots and off-road parking is available

Buildings: The area contains a mix of 1950/60s semi-detached houses, bungalows with garages 1950s detached properties and 1970s link detached houses with carports

Green and Natural Features: Front gardens are a valuable source of green spaces within the area

Streetscape: Tarmac surface to roads and pavements

Zone D



Character Zone D

Topography: Flat

Land Uses: Residential

Layout: Winding layout

Roads, Streets, Routes: Cul-de-sacs are a feature of this zone. A service road provides access and acts as a physical buffer from traffic on the Kenilworth Road

Spaces: Parking is accommodated within housing plots and off-road parking is available

Buildings: The area contains a mix of 1960s detached and semi-detached properties

Green and Natural Features: Mature trees are a feature of this area

Streetscape: Tarmac surface to roads and pavements

Landmarks: Heart of England Academy

Zone E



Character Zone E

Topography: Undulating

Land Uses: Residential

Layout: Winding and linear layout

Roads, Streets, Routes: Cul-de-sacs are a feature of this zone. Kemps Green Road and Stoneton Crescent connect the area to Balsall Street East and Station Road. A system of pedestrian pathways connects the area and enables to pedestrians access to the Kenilworth Road shopping area

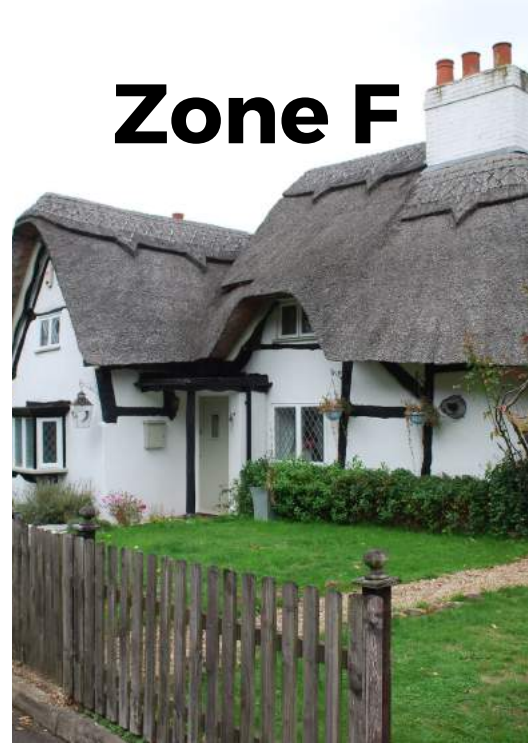
Spaces: Parking is accommodated within housing plots and off-road parking is available

Buildings: The area contains two storey homes with garages and bungalows.

Green and Natural Features: Front gardens have an open aspect. Parcels of green space are visible from the roadside. There are three greens within the area and a duck pond

Streetscape: Tarmac surface to roads and pavements

Landmarks: Chattaway Cottage



Zone F



Character Zone F

Topography: Undulating

Land Uses: Residential

Layout: Linear layout

Roads, Streets, Routes: Station Road and Needlers End Lane provide access to -de-sacs and closes. Pedestrian footpath is only available on one side of Station from the junction of Needlers Lane to Balsall Street/Balsall Street East

Spaces: Off-road parking is limited

Buildings: The area contains a mixture of property types and styles which range from 1920s and 30s, 1970s and 1980s and include bungalows, cottages, semi-detached and detached homes

Green and Natural Features: Front gardens with mature trees provide valuable green spaces

Streetscape: Tarmac surface to roads and pavements

Landmarks: Hobbe Cottage, Old Foye Cottage, The Homestead, ivy House Farm, Village Hall, Templars Croft

Zone C



Character Zone G

Topography: Incline

Land Uses: Residential

Layout: Linear layout

Roads, Streets, Routes: A series of cul-de-sacs are accessed via Shenstone Drive. Whitenash Close provides a pedestrian access to some properties. Roads are narrowly spaced

Spaces: Limited off-road parking is provided via garage blocks

Buildings: The area contains a mixture of 1970s linked detached and terraced properties.

Green and Natural Features: Front gardens with established trees and hedges provide valuable green spaces

Streetscape: Tarmac surface to roads and pavements

Zone H



Character Zone H

Topography: Incline

Land Uses: Residential

Layout: Linear layout

Roads, Streets, Routes: A series of cul-de-sacs are accessed via Needlers End Lane. Pedestrian footpaths with access points to Willow Park are provided on one side of the road

Spaces: Garage blocks and limited off-road parking

Buildings: The area contains a mixture of 1960s bungalows, terraced housing, semi-detached properties, flats and sheltered accommodation

Green and Natural Features: Large grass verges on some sections of Needlers End Lane and Ferndale Road

Streetscape: Tarmac surface to roads and pavements

Landmarks: Willow Park

Zone I



Character Zone I

Topography: Flat

Land Uses: Residential

Layout: Winding layout

Roads, Streets, Routes: Denegate Drive and Greenfield Avenue provide access to a series of -de-sacs. Pedestrian footpaths provide access to Grange Park

Spaces: Parking is available through the provision of integrated garages and/or drives

Buildings: The area contains large modern executive homes. There is a concentration of mews terraced properties on Ashley Way and a residential home/retirement complex

Green and Natural Features: Grass verges on some sections of Dengate Drive and Greenfield Avenue.

Streetscape: Tarmac surface to roads and pavements

Landmarks: Grange Park

Zone J



Character Zone J

Topography: Incline

Land Uses: Residential

Layout: Linear layout

Roads, Streets, Routes: Wootton Green Lane is a narrow lane which is serviced by a pedestrian footpath on one side of the lane

Spaces: Parking is available through the provision of integrated garages and/or drives

Buildings: The area is composed of cottages and detached homes

Green and Natural Features: There is a high concentration of oak trees within this area

Streetscape: Tarmac surface to roads and pavements

Landmarks: The Cottage

Zone K



Character Zone K

Topography: Flat

Land Uses: Residential, retail and commercial

Layout: Shopping centre/parade

Roads, Streets, Routes: A452 and Station Road provide access points to facilities. Pedestrian crossing points on A452 are provided via traffic lights. Pedestrian footpaths are provided. Alleyways link the main roads to a free public car park

Spaces: Parking bays are provided on Station Road. A free public car park is accessed via Station Road. Additional free parking is provided by the Coop supermarket for its customers

Buildings: The area is composed of properties dating from the 1930s and modern apartment blocks

Green and Natural Features: Oak trees are situated by the village centre roundabout

Streetscape: Tarmac surface to roads and pavements

Landmarks: Balsall Common Library, Jubilee Centre, Former Natwest Building

Zone L



Character Zone L

Topography: Flat

Land Uses: Residential, retail and commercial

Layout: Linear layout

Roads, Streets, Routes: A452 is the main road serving the Neighbourhood Area from which cul-de-sacs provide access to residential properties

Spaces: Parking is available through the provision of integrated garages and/or drives

Buildings: The area contains a mixture of properties from the 1960s to the 2000s which includes detached homes and bungalows. Retirement complexes are also located within this zone and a victorian villa which is situated opposite the junction of Lavender Hall Road is a signifiant building within the area

Green and Natural Features: A concentration of oak trees is located by The Paddocks development

Streetscape: Tarmac surface to roads and pavements

Landmarks: George in the Tree pub, The White Horse pub, The Lant Recreation Ground

Zone M



Character Zone M

Topography: Side of valley

Land Uses: Residential

Layout: Linear layout

Roads, Streets, Routes: Accessed via the A452 and designed in a cul-de-sac arrangement

Spaces: Off-road parking

Buildings: Area contains a mixture of properties which includes 3-bed houses, 2 storey apartment blocks, bungalows and a large residential care home

Green and Natural Features: Open views of the countryside and a small woodland is adjacent to the area

Streetscape: Tarmac surface to roads and pavements with some cobblestones

Zone N



Character Zone N

Topography: Flat

Land Uses: Residential

Layout: Winding layout

Roads, Streets, Routes: Accessed via Balsall Street and designed in a large cul-de-sac arrangement

Spaces: Off-road parking, integrated garages and some individual garage blocks

Buildings: Area contains large modern executive detached homes

Green and Natural Features: The development has a small green space which is managed by SMBC

Streetscape: Tarmac surface to roads and pavements

Zone O



Character Zone O

Topography: Undulating

Land Uses: Residential and farming

Layout: Winding layout in a figure of 8 formation

Roads, Streets, Routes: Accessed via Balsall Street, single narrow country lanes with public footpaths provided through fields

Spaces: No off-road parking

Buildings: Area contains a variety of period houses and farming buildings

Green and Natural Features: Mature trees, fields with hedgerows

Streetscape: Tarmac surface to roads and pavements

Landmarks: Saracens Head Inn, Balsall Farmhouse, The Templars, The Old Farmhouse, Magpie Farmhouse

Zone P



Character Zone P

Topography: Flat

Land Uses: Residential, commercial and farming

Layout: Linear layout

Roads, Streets, Routes: Table Oak Lane and Fen End Road

Spaces: No off-road parking

Buildings: Area contains a variety of period houses and farming buildings

Green and Natural Features: Mature trees, fields with hedgerows and Frogmore Wood

Streetscape: Tarmac surface to roads

Landmarks: Woodside, Barn at Barnfield Cottage, Town Crier Cottage, Frogmore, Fen and Lodge, North Barn at Fen End Lodge, South Barn at Fen End Lodge, Howlett's Farmhouse, Barnfield Cottage, WoodFarmhouse including outbuilding adjoining to the south

Zone Q



Character Zone Q

Topography: Flat

Land Uses: Residential, commercial and farming

Layout: Linear layout

Roads, Streets, Routes: A4177 (Meer End Road) provides connections to the M40 and the nearby Jaguar Land Rover, Fen End site

Spaces: No off-road parking

Buildings: Area contains a variety of period houses and farming buildings. A cluster of semi-detached properties is situated on Meer End Road

Green and Natural Features: Mature trees, fields with hedgerows

Streetscape: Tarmac surface to roads

Landmarks: Tipperary Inn, Berkswell and Balsall Rugby Club

Zone R



Character Zone R

Topography: Flat

Land Uses: Residential and farming

Layout: Linear layout and crescent shaped estate

Roads, Streets, Routes: Oldwich Lane East provides access to the Oakley estate

Spaces: Some off-road parking

Buildings: The area contains a variety of period houses and farming buildings which are located on Oldwich Lane East. The Oakley development is comprised of semi-detached properties. The estate expanded in 2014 with a new cluster of semi-detached properties on Ramsey Close

Green and Natural Features: Mature trees, fields with hedgerows

Streetscape: Tarmac surface to roads

Landmarks: Balsall Cottage Farmhouse, Barn at Balsall Cottage Farm, Fen End Farm Cottage, Barn at Oldwich House Farm

Zone S



Character Zone S

Topography: Undulating

Land Uses: Residential, farming, religious, education

Layout: A series of building clustered around the Old Hall which was originally the headquarters for the Knights Templar from the 12th century

Roads, Streets, Routes: B4101 is a winding, rural road

Spaces: No off-road parking, but the church and school both have their own individual car parks

Buildings: Period properties associated with Lady Katherine Leveson Foundation which includes a church, school and alms houses

Green and Natural Features: Mature trees, fields with hedgerows, Cuttle brook, 6.5 acre Temple Balsall Nature Reserve

Streetscape: Tarmac surface to roads

Landmarks: Entrance Gateway and Side Walls at the Lady Katherine Leveson Hospital, Vicarage, Temple House, Preceptory, St Mary's Church, North East and South West Range at the Lady Katherine Leveson Hospital, Templars Hall, Lady Katherine Leveson School, Balsall Lodge Farm

REFERENCES

Figures

Figure 1. Balsall Neighbourhood Area designated by SMBC, APS, 2018

Figure 2. Balsall Neighbourhood Area Character Zones, APS, 2018

Images

1. Kemps Green Duck Pond and Green, APS, 2018, P.1
2. Temple Balsall Conservation Area, APS, BPC & LKLF, 2018, P.2
3. Frog Lane, BPC, 2018, P.3
4. Magpie Farmhouse, BPC, 2018, P.4
5. Balsall Common Village Centre, BPC, 2018, P.6
6. Elysian Fields, BPC, 2018, P.8
7. Balsall Street East, Lily Mae Foundation, BPC, 2018, P.10
8. Blythe Avenue/Clive Road, BPC, 2018, P.12
9. Cedarwood Drive, BPC, 2018, P.14
10. Kemps Green Road/Stoneton Crescent, APS, BPC, 2018, P.16
11. Needlers End Lane/Station Road, BPC, 2018, P.18
12. Shenstone Drive, BPC, 2018, P.20
13. Needlers End Lane/Willow Park, BPC, 2018, P.22
14. Greenfield Avenue/Ashley Way, BPC, 2018, P.24
15. Wootton Green Lane, BPC, 2018, P.26
16. Balsall Common Village Centre Shopping Area, BPC & Jubilee Centre, 2018, P.28
17. Kenilworth Road, BPC, 2018, P.30
18. Albany Meadows/Harper Fields, BPC, 2018, P.32
19. Saracens Drive, BPC, 2018, P.34
20. Magpie Lane, BPC, 2018, P.36
21. Fen End Road, BPC, 2018, P.38
22. Meer End Road, BPC, 2018, P.40
23. Oakley, BPC, 2018, P.42
24. Temple Balsall Conservation Area, APS, BPC, P.44

REFERENCES

Appendix

1. Local List of Heritage Assets - Balsall, SMBC

Appendix 8b: Character Assessment Appendix: List of Local Heritage Assets

INTRODUCTION

This Local List of Heritage Assets describes all the locally listed buildings of special architectural or historic interest in Solihull. More recent additions have fuller descriptions but this does not indicate greater significance, it merely reflects the more detailed description of statutorily listed heritage assets seen since 2000. These heritage assets make an important contribution to the character of Solihull, whilst not being of sufficient importance to merit inclusion on the statutory list of buildings of special architectural or historic merit held by the Secretary of State for Culture, Media and Sport.

Heritage assets with a reference number are those that were transferred to the list at the abolition of grade 3 listed buildings in 1974. Those without a reference number have been added since that date. All are Locally Listed and the lack of a reference does not imply any distinction between them.

Because these heritage assets form such a significant part of Solihull's heritage, the Council, when considering planning applications for their alteration or extension, will always wish to ensure that their special character is retained.

The statutory list of buildings of special architectural or historic interest in Solihull can be consulted in Solihull Connect, Central Library, Solihull. List entries can be accessed online through the Historic England website under the National Heritage List. Photographs of many are found at Images of England, also on the Historic England website.

DoE Ref.

11/107 Barn, Yew Tree Farm, Balsall Street

C17. Timber frame, red brick nogging, tiled roof.

11/111 Cuttle Pool, Cuttle Pool Lane

C18 or earlier, altered. Red brick, tiled roof, projecting gable on left. 2 storeys, flush casement windows with glazing bars. Modern gabled porch.

11/137 Longbrook Cottage, Fen End

C17. Whitewashed plaster, some exposed timber framework. Old tiled roof with gabled half dormers. 1 storey and attics, lattice casement windows.

11/122 Barracks Cottage, Fen End Road

C18. Front of colour washed plaster, tiled roof with gabled dormer on right. 2 storeys, 4 casement windows with glazing bars, segmental oriel bow on right of ground floor. Half glazed modern porch.

11/124 Sedgemere, Fernhill Lane

Late C17 or early C18, much altered. Red brick, tiled roof. 2 storeys and attics, first floor band, 3 gabled dormers, cornice band above first floor, 3 casement flush set windows with cambered arches. Ground floor C19 porch and bay windows.

11/129 Holly Lane Farmhouse, Holly Lane

C17 structure refaced in red brick dated 1734. Retains early C17 central chimneystack. Old tiled roof. 2 storeys, flush lattice casement windows with wood mullions and transoms. Gabled wooden porch.

11/130 Barn, Holly Lane Farm, Holly Lane

C17. Timber frame, red brick nogging, old tiled roof with 2 bay roof truss.

11/141 Barn, The Old Farm, Magpie Lane

C17 or C18. Timber frame and red brick, tiled roof.

11/145 Ivy House Farm, 165, Needlers End Lane

Early C19. Red brick, Welsh slated roof. 2 storeys, 3 casement windows with glazing bars under pointed keyblocks and rusticated lintels. Door surround of pilasters, entablature.

13/165 Arbour Tree Farmhouse, Warwick Road

C17 or C18, heightened C19. Red brick, tiled roof. 2 storeys, flush casement windows, cambered arches. Modern gabled porch.

13/166 Chadwick Manor, Warwick Road

Later C19 in Jacobean style. Red brick, stone dressings, tiled roofs. 2 storey main block with stone mullion and transom casement windows, balustraded porch, 3 storey castellated tower and 4 storey turret. 2 storey and attic recessed staff wing on right.

13/168 Rose Cottage, Warwick Road

Early C19. Red brick, old tiled roof. 2 storeys, 2 sash windows with glazing bars under flat arches. Incised door surround with cornice.

3/484 Pear Tree Farmhouse, Warwick Road

C17, much renovated. Red brick & whitewashed roughcast, old machine tiled roofs. 1 & 2 storeys, flush casement windows with glazing bars.

Wooton Green Farm, Wooton Green Lane

C17. Red brick walls refacing or replacing original timber frame with infill panels, thatched roof, rectangular plan of single storey and attic. Casement windows, those at first floor set beneath thatched eyebrow hoods. Stringcourse forming hood moulds to ground floor windows, prominent red brick chimney stacks.

Former National Westminster Bank, Kenilworth Road/ Station Road

Branch bank opened 1929, by A. S. Parker of Plymouth, single storey with single storey outshots to north and south. Extended to rear and side post-war. Orange-red brick for quoins, darker red for walls, slate ridged roof. Windows and front doors in painted timber. Cast iron rainwater goods with splayed hoppers. Rectangular plan. Courtyard infilled 1975 forming strong and book rooms. Stripped Neo-Classical in well-detailed brickwork. Façade and rear elevation have gable with stone coping and moulded eaves above entablature, tympanum with wreath, moulded cornice. Offset panelled paired entrance doors, diamond fanlight over, two windows to north, all under rubbed brick heads with keystone. Timber vertical sash windows, six lights over nine, painted white. Recessed stone panel beneath stone window cills. South elevation central shallow projecting bay with three windows with identical treatment. Paired panelled staff doors beneath lattice fanlight. Extension side elevation of red brick above concrete plinth, two windows of paired timber casements under rubbed brick heads with keystone, parapet detail, defers to principal façade. Branch bank opened in Balsall Common 1925, site purchased 1927. Opened as agency to Coventry branch in 1929. Imposing and significant contribution to local character and distinctiveness at a busy focal point. Dignified design ensures distinction amongst buildings of greater scale. Design, materials and detailing impressive in a local context, representing earlier 20th century banking houses. Scale and classical influence create traditional reassuring, polite appearance. Architectural, historic and communal value heightened by contrast with surrounding buildings such as good quality early 20th century houses nearby.

GLOSSARY

The following is a list of architectural terms and words used throughout this document and their meaning.

| | |
|---------------------|--|
| Architrave - | the lintel extending from one column or pier to another, or the moulded frame surrounding a door or window |
| Bargeboards - | sloping boards as a decoration along a gable |
| Battered Buttress - | sloping projection from a wall to create additional strength |
| Cambered - | curved |
| Chamfered reveals - | side of opening in a wall, cut at an angle, between the framework and outer face of a wall |
| Console - | an ornamented bracket, of greater height than projection |
| Corbel - | stone or wooden bracket jutting from wall face as support for a structural feature |
| Cornice - | projecting course of masonry at top of a building |
| Coursed rubble - | rough stone walling laid in a continuous level range of stones |
| Cusp - | ornamental feature projecting from the inner curve of a Gothic arch |
| Diaper - | diamond shaped |
| Doorhood - | covering of wood or stone over a door |
| Doric - | earliest of Greek Orders of Architecture, comprising a column with base, capital and entablature |
| Dripmould - | moulding over door or window |
| Entablature - | part of building structure above a column that includes the cornice, frieze and architrave |
| Foil - | a small area in Gothic tracery. Foils are separated by cusps |
| Frieze | ornamental band, especially below cornice |
| Keyblock - | central wedge-shaped stone at crown of an arch |
| Lattice casement - | vertically hung window, with lozenge shaped leaded lights |
| Mullion - | vertical bar of a window |
| Nogging - | brickwork in a wooden frame |
| Oriel - | a large window that projects from a wall |
| Pilaster - | shallow pier projecting from face of wall |
| Quatrefoil - | a decorative form of four foils and cusps |
| Rusticate - | to give a rough surface |
| Segmental - | an arch which is only part of a semicircle |
| Stucco - | calcareous cement or plaster |
| Transom - | horizontal pier dividing a window |
| Truss - | combination of timbers to form a frame |

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|----------------|-----------|
| Holly Lane Playing Fields, between Frog Lane and Holly Lane, Balsall Common | Approx. 2.65ha | LGS No: 1 |

Plan



Site Description and Current Land Use

The site is an expanse of grassland situated between Frog Lane and Holly Lane which is used extensively by dog walkers and the public at large. Within the site are football goal posts and part of it is marked out for child and adult football pitches. A line of prominent veteran Oak trees form an informal division between the northern and southern portions of the site.

Trees and hedgerows line majority of the site with a metal 5-bar gate and kissing gate along Holly Lane. Wood picket fencing lines the southern boundary. Wood picket fencing together with a combination of ferns and mature and semi-mature trees line the western boundary. Trim hedges line the northern boundary with the gardens of residential dwellings beyond.

At the southeast corner, there are views into the Holly Lane allotment gardens which border the site. The boundaries to the south and east are lined with municipal fencing and tall, dense trees and hedges. The grounds of Grade II listed, Cottage Farm borders the site to the southwest.

An informal path leads to Frog Lane at the southern end of the site. The kissing gate entrance further along this lane has been overgrown by the surrounding hedgerows.

Relevant Planning History

| | |
|----------------------|---|
| Reference | PL/2001/00036/FULL |
| Address | Playing Fields Holly Lane Balsall Common |
| Proposal | Erection of 2 no. Standard shipping containers to replace existing changing facilities and storage. |
| Decision | Approval Temporary Decision Notice |
| Decision Issued Date | Mon 14 Jan 2002 |

Site Ownership

Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX. It is leased by Heart of England Academy.

Site Constraints

The grounds of Grade II listed, Cottage Farm, borders the site to the southeast.

The area is situated in the following designated areas:

- Coal Authority Development Risk
- Green Belt

The site is included in SMBC's Draft Local Plan Review 2016 as a Preferred Option for housing allocation. If this draft allocation is accepted by the Inspector, it will include areas of public open space which may well relate to the boundaries of this proposed LGS.

The area is located in Sub-Area 5 of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'medium' for Landscape Character Sensitivity, Visual Sensitivity and Landscape Value and 'low' for Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public.

Site Photo





Ecological Significance

The site's ecological value lies primarily along its periphery and along the exterior boundaries. The site contains a dense mix of trees, such as Oak, Ash, Birch and Holly. A dense mix of hedgerow and shrub species are also present along the periphery of the site.

These create an important wildlife corridor and provide food and shelter for numerous species, such as insects, small mammals and birds and their associated nesting sites. These are all vital for the wider food web and species diversity within the village ecosystem. As such, the site plays a contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

This well-used and maintained site is the main recreational ground for village the at the southern end of the main settlement area. The special qualities of the site include its recreational and social value for local residents and amenity space for walkers and dog walkers.

The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of open space. Berkswell and Balsall Hornets Football Club with adults and 13 junior football teams play matches and train here. The Holly Lane playing fields are in constant use by residents and by Heart of England school most of whose pupils are also resident locally.

This site also holds great importance for local residents as it is the only site in the Neighbourhood Area, apart from Willow Park, that has the feel of mature parkland. It is home to a number of substantial mature Oak trees, one of which is one of only three registered veteran trees in the Balsall Parish Neighbourhood Area. These oaks are part of Balsall Common's defining landscape characteristics. The playing field also supports grazing deer, badgers and a number of species of birds of prey.

During the consultation held by Balsall Parish Council in connection with the SMBC's Draft Local Plan Review 2016 feedback was received from 528 residents. 96% supported keeping the valuable amenity of the Holly Lane playing fields as protected green belt land. *[Source data held by Balsall Parish Council]*

Summary and Suitability for Designation as Local Green Space

The site is part of a wider **draft** site allocation in the Solihull Local Plan, the details of which are not currently known. Should this site be allocated, it may well transpire that the existing Holly Lane allotments and the Holly Lane playing fields, subject to this assessment, are retained as part of the necessary green infrastructure for that development. Designation of this LGS is not contrary to the strategic vision of the adopted Local Plan. Limited weight can be afforded to the emerging Local Plan review based on its stage of preparation.

This site would currently satisfy the requirements for Local Green Space designation. It is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

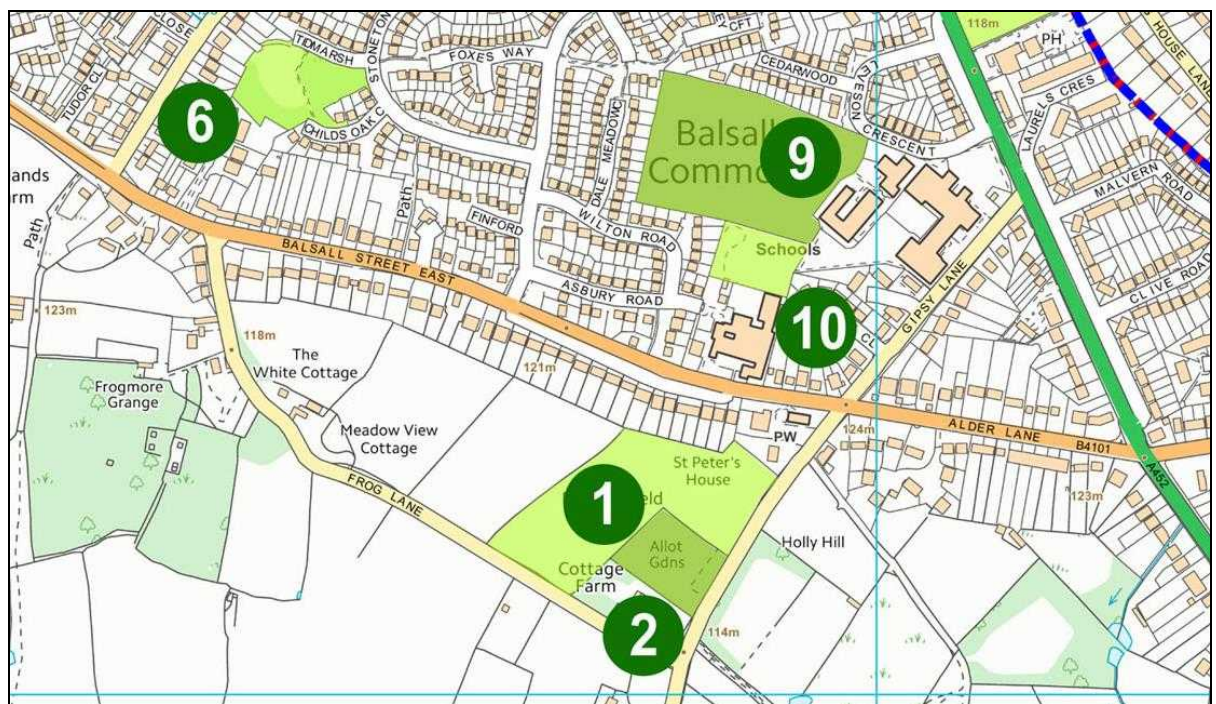
- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|-----------------|-----------|
| Holly Lane Allotments, off Holly Lane, Balsall Common | Approx. 0.71 ha | LGS No: 2 |

Plan



Site Description and Current Land Use

This rectangular shaped, well-maintained and well-used allotment is located west of Holly Lane on the southern side of the village. Within this enclosed site are approximately 35 well-tended horticultural beds, water butts, outside tap, sheds, compost heaps, noticeboard and poly tunnels.

A track leads into the site off Holly Lane through a 5-bar wooden gate into the site's gravelled car parking area. A density of mature trees, shrubs and hedgerows line the site's periphery including a line of mature leylandii along the southern boundary. Holly Lane Playing Fields borders the site to the northeast and northwest. The site is enclosed with the majority of it lined with municipal fencing. Open fields sit opposite the site to the east of Holly Lane. The grounds of Grade II listed, Cottage Farm borders the site to the southwest. In the northeast corner is a small area of scrubland.

Relevant Planning History

No relevant planning history found.

Site Ownership

Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX

Site Constraints

The grounds of Grade II listed, Cottage Farm, borders the site to the southwest.

The area is situated in the following designated areas:

- Coal Authority Development Risk
- Green Belt

The site is included in SMBC's **Draft** Local Plan Review 2016 as a Preferred Option for housing allocation.

The area is located in Sub-Area 5 of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'medium' for Landscape Character Sensitivity, Visual Sensitivity and Landscape Value and 'low' for Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public from an entrance off Holly Lane but only for use by allotment holders.

Site Photo





Ecological Significance

The allotment gardens contain a variety of food and ornamental planting. Within the site and along its boundaries are mixed species hedgerows, shrubs and trees, including some fruit trees. All of which are important for a number of birds and mammals as they provide food, shelter and nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area.

The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops. These are all vital for the wider food web and species diversity within the village's ecosystem. In the village, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

The site is locally significant because it is well used and valued by the local community as Balsall Common's only community allotment garden. Allotments are particularly popular among the residents of Balsall. As of March 19th 2018, there was a waiting list for them. *[Source Solihull MBC allotments page].*

This well-tended allotment garden provides recreational value for residents with the opportunity to exercise and socialise while gardening. The produce grown also contributes to sustainability.

The special qualities of the site include its strong contribution to local character and distinctiveness as an actively used and well kept community allotment garden. It is also highly appreciated and prized by the local community as an undeveloped area of open land which contributes to its green setting and infrastructure.

Summary and Suitability for Designation as Local Green Space

The site is part of a wider **draft** site allocation in the Solihull Local Plan, the details of which are not currently known. Should this site be allocated, it may well transpire that the existing Holly Lane allotments and the Holly Lane playing fields, subject to this assessment, are retained as part of the green infrastructure for that development.

With the exception of the car park area, this site would satisfy the requirements for Local Green Space designation. It is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|--|----------------|-----------|
| The Lant Playing Field, Meeting House Lane, Balsall Common CV7 7GE | Approx. 1.6 ha | LGS No: 3 |

Plan



Site Description and Current Land Use

This well-maintained site, known locally as The Lant, consists of a playing field used primarily for playing cricket. The Lant is centrally located in Balsall Common whose entrance can be found to the southwest off Meeting House Lane. Within the site are cricket nets, cricket scoreboard, cricket square, 4 cricket screens and 4 covers, a brick storage hut and shipping container (for storage). Associated with the site to the southeast are tennis courts, car park area and a pavilion/club house. Three veteran Oaks also populate the site.

The site is enclosed on all sides with municipal fencing along the road frontage, trim hedges to the north, a large leylandii hedge along the west boundary and southeast corner, dense hedges and trees along the southern boundary and a low white picket fence between the pavilion and car park along the northeast boundary.

A tarmac drive leads into the site off Meeting House lane. A public right of way follows on from the drive and is coterminous with the site's southern boundary.

Relevant Planning History

No relevant planning history found.

Site Ownership

Site Owner: Trustees of the Lant Charity, c/o Rotheram & Co Solicitors Ltd, 8-9 The Quadrant, Coventry CV1 2EG

Site Constraints

Two constraints were identified:

- A small portion of the site's south-eastern corner is in Coal Authority Development Risk area
- The village (including this site) is inset within the Green Belt

Public Access

The site is open and accessible to the public during matches and competitions and to club members at all other times.

Site Photo



From the Berkswell & Balsall Common Facebook Page



Ecological Significance

The site's ecological value lies primarily along its periphery and along the exterior boundaries. The site contains a dense mix of trees, including some veteran Oaks. A dense mix of hedgerow and shrub species are also present along the periphery.

These create an important wildlife corridor and provide food and shelter for numerous species, such as insects, small mammals and birds and their associated nesting sites. These are all vital for the wider food web and species diversity within the village ecosystem. And as such, the site plays a contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of recreational open space.

This well-used and maintained site is one of the most important sports facilities in Balsall Common. The Lant is home to the Berkswell and Balsall Common Sports and Community Association which is the umbrella organisation for tennis, cricket, sailing and hockey associations. The Berkswell Cricket Club, dating from 1896, has popular junior and women's teams as well as 5 senior teams.

The special qualities of the site include not only its recreational value for local residents but its social value as well. The site forms a large area of centrally placed outdoor community space lacking elsewhere in the village. It also serves a focal point for the community as one of a number of small venues in Balsall Common which host a wide variety of community activities and events. For example, The Balsall Common Lions hold an annual bonfire attended by up to 3,000 people around November 5th with all proceeds for charity. Balsall Common's hugely popular end-of-summer Festival has run there for 6 out of 7 of the last years. Attracting over 5000 visitors in 2015 and 2016, 2017 saw over 8 hours of non-stop entertainment with over 70 stalls, plus live music all day.

Its role as a community hub may become even more prominent if nearby Barratts Lane Farm is widely developed as part of SMBC's Draft Local Plan Review 2016 preferred housing site allocation options.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a strong positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

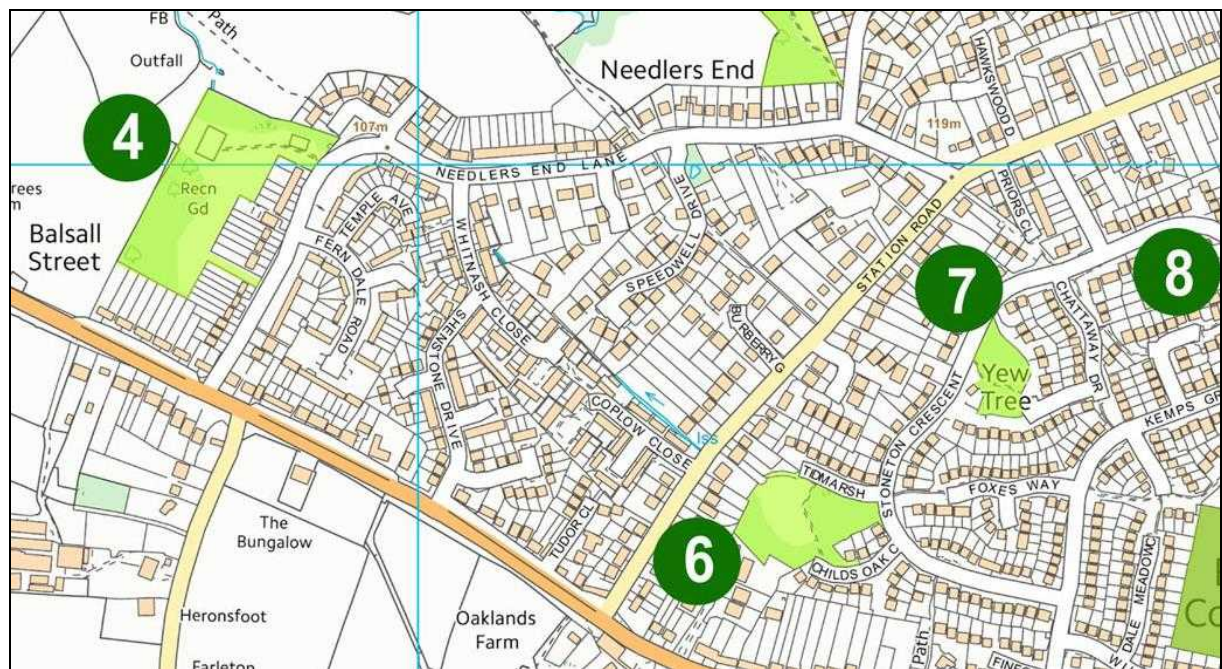
- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|--|----------------|-----------|
| Willow Park, off Needlers End Lane, Balsall Common | Approx. 1.65ha | LGS No: 4 |

Plan



Site Description and Current Land Use

The site is well-maintained predominately open grass area with a dense, natural woodland along its north and northwest portions. It is situated at the western edge of Balsall Common off Needlers Lane where there are two entrances; a grass lined path to the south with a Parish Council noticeboard along the road frontage and a tarmacked entrance at the site's northern end entrance. The tarmacked path continues west across the site into the woodland.

Within the site there is an enclosed basketball court/multiuse games area (MUGA) which sits close to the northern entrance. There is a children's play area in the north west corner and football posts near the park's southern entrance.

The density of trees and shrubs line the majority of the site's perimeter. Both informal and naturally marked out paths run through the woodland. An expanse of untended nettles sits between woodland to the west and the play area to the east. The gardens of residential dwellings border the site to the south and east. There are views through the woodland to the countryside beyond to the north and west. There is also a PRoW that runs just beyond its northern boundary.

Relevant Planning History

No relevant planning history found

Site Ownership

Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX. It is leased by Balsall Parish Council. The current lease expires in 2036.

Site Constraints

The area is situated in the following designated areas:

- Coal Authority Development Risk
- Green Belt

The area is located in Sub-Area 4C of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'high' for Landscape Character Sensitivity, 'medium' for Visual Sensitivity and Landscape Value and 'very low' for Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public.

Site Photo





Ecological Significance

The site's ecological value lies primarily in the woodland area. Its numerous, mostly deciduous trees, woodland shrubs and bramble populate the majority of this area.

These create a wildlife corridor and provide food and shelter for numerous species, such as insects, small mammals and birds and their associated nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

Within the village, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. These are all vital for the wider food web and species diversity within the village's ecosystem and they play an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

This well-used and maintained site is the main recreational land use for the at the western edge of the main settlement area. The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of open space.

The special qualities of the site include its recreational and social value for local residents, especially children and young people, and amenity space for walkers and dog walkers. Willow Park is the only site within the main settlement area which contains a dedicated fully equipped area for children and young people. As such, it is a locally significant location which would be difficult to replicate elsewhere within the parish.

Balsall Parish Council is committed to increase the facilities within the park by the introduction of a high standard footpath, adult training equipment (e.g. stretch bars for joggers) and complete refurbishment of the children's play area. The council also fosters an ambition to enhance the woodland area ecologically to enable a greater variety of flora and fauna and for the use and enjoyment of school children and the public generally. The formation of an active "Friends" group has considerably helped the pursuance of this ambition. [see <https://www.facebook.com/Friends-Of-Willow-Park-1823680581255374/>]

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraph 99-101 of the National Planning Policy Framework in that it:

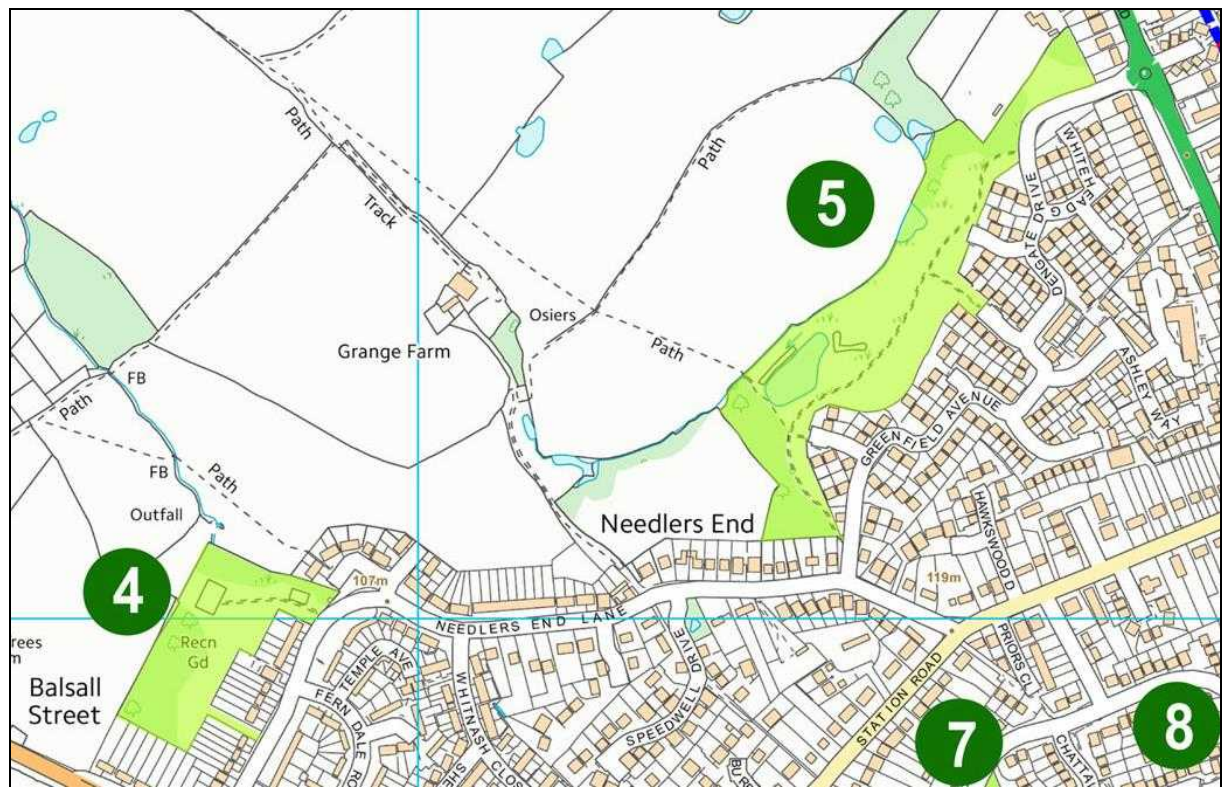
- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|--|-----------------|-----------|
| Grange Park, off Glebe Way / Greenfield Ave. Balsall Common | Approx. 3.75 ha | LGS No: 5 |

Plan



Site Description and Current Land Use

Grange Park is a linear park consisting of grass parkland along its south-eastern half and a dense wooded area of mostly deciduous trees and bramble along its north-western half. This popular, tranquil site is situated along the western edge of Balsall Common. An expanse of nettles forms a buffer between the grass and wooded areas. Park benches and an avenue of trees lined the main path that traverses the length of the site.

Informal paths through the wooded area allow for glimpses and panoramic views into the open countryside beyond to the north. There is a significant expanse of damp land culminating in a bog within the north-western half which serves as balancing pond. At the time of the inspection, the areas were dry but reeds and other wetland plants were evident. Another pond noted on the map was inaccessible and not closely inspected.

Tarmacked paths lead directly into the site from the ends of residential roads that meet the site along its south-eastern boundary thereby given direct access to local residents. These

paths meet the tarmacked PROWs that traverse the site from northeast to southwest and, at the southern end of the site from southeast to northwest. Another coterminous public footpath runs northeast to southwest along the field northwest of the site.

Residential dwellings line the south, south-eastern and north-eastern boundaries. A combination of trim hedges, residential fencing, occasional trees and large dense shrubbery lines this part of the site's boundaries.

Relevant Planning History

No relevant planning history found.

Site Ownership

Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX.

Site Constraints

The area is situated in the following designated areas:

- Coal Authority Development Risk
- Green Belt

The area is located in Sub-Area 4C of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'high' for Landscape Character Sensitivity, 'medium' for Visual Sensitivity and Landscape Value and 'very low' for Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public

Site Photo





Ecological Significance

The site's ecological value lies primarily in the woodland area, ponds and wetland plants. The large expanse of wetland within the site waxes and wanes as a pond depending on the amount of local rainfall. Its numerous, mostly deciduous trees, woodland shrubs and bramble populate the majority of this area.

These create a wildlife corridor and provide food and shelter for numerous species, such as insects, small mammals, amphibians, invertebrates, and birds and their associated nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

Within the village, there have been sightings of larger fauna species such as bats, birds of

prey (e.g. buzzards and owls), rabbits and hedgehogs. These are all vital for the wider food web and species diversity within the village's ecosystem and they play an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

Grange Park is an area of landscaped open green space, natural woodland and wetland provided by the developers of a housing estate off Kenilworth Road designed to form a green boundary to the estate along its south-eastern border and long term area of open space. As such, it makes an important contribution to the village's green infrastructure and support of local wildlife.

The park has local significance in that the pleasant pathway through the park is part of a virtually uninterrupted country walk from Lavender Hall Park through to Willow Park via various rights of way and onto The Saracens Head pub, which is also on the western outskirts of the village, and from there onto Temple Balsall via further rights of way.

The park is demonstrably special to the community. The Friends of Grange Park was formed to ensure that the park is recognised by Solihull Council as an important local area of open space and as a consequence litter picks have been arranged and noticeboards have been put up recognising the local importance of the park.

It has recreational value being popular with families, walkers and dog-walkers as well as providing a sense of tranquility and relaxation for visitors and local residents. The special qualities of the site include its strong contribution to local character and distinctiveness due to its natural beauty.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraph 99-101 of the National Planning Policy Framework in that it:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|--------------------------------------|-----------------|-----------|
| Tidmarsh Close Green, Balsall Common | Approx. 0.88 ha | LGS No: 6 |

Plan



Site Description and Current Land Use

This semi-circular shaped green space is nestled between residential dwellings on all sides with the intersecting tarmacked footpaths within the green linking Tidmarsh Close and Child Oak Close to the north and south. It is an open space popular with walkers, dog walkers and children at play.

The perimeter of the site is lined with an assortment of predominantly deciduous mature and semi-mature trees and shrubs, some of which are ornamental. This line of trees and shrubs is particularly dense along the southern boundary. Informal paths can be found through this well-tended wooded area. A sewage pumping station cabinet is situated along the road frontage and a culvert lines its eastern boundary.

The site is well-maintained and managed. The planting of young oaks was also in evidence.

Relevant Planning History

No relevant planning history found.

Site Ownership

Ownership is unknown. The site is not registered with the Land Registry Office.

Site Constraints

The area is part of the village which is inset within the Green Belt.

The site is situated in the following designated areas:

- Coal Authority - Development Risk
- SSC037: Solihull Smoke Control Order No.37 1985 - Historic Ref: 3/27171

Public Access

The site is open and accessible to the public.

Site Photo



Ecological Significance

The ecological value of the site lies predominantly with the density of mature trees and shrubs that populate the site. They include species such as; willow, horse chestnut, lime, holly, oak, bramble and ivy and nettles. The mixed species trees, hedges and shrubs are important for a number of birds and mammals as they provide food, shelter and nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

These are all vital for the wider food web and species diversity within the village's ecosystem. In the village, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

This small but significant green space is one of three similar spaces which help characterise the Kemps Green Road estate (Zone E of Balsall Common's Character Map) and acts as a green "lung" within a dense built-up area and is popular with dog walkers and serves as an important place for children for play. It is integral to the layout of the estate as a whole since it is characterised by these spaces and their connections to walking and cycling routes through the estate and to and from the village and schools.

The site is a lovely green which contributes strongly to the character of the area. It, along with the other two similar sites, contain the remains of key features of the Yew Tree area as it was known before development took place in the late 1970's, retaining Chattaway Cottage and the yew tree, located just off Station Road, which is protected by a Tree Preservation Order. They have a number of mature trees including oaks and together with the pond, provide bio-diverse reserves in a built-up area. Wildlife can link effectively with the estates open grass and low planted verges.

The site is highly regarded for its natural beauty, wildlife and important natural and open views. It provides a pretty and tranquil setting for the surrounding houses. Due to its natural beauty and open aspect, the site makes a strong contribution to the village's green infrastructure, sustainability and distinctiveness.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village. The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraph 99-101 of the National Planning Policy Framework in that it:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|-----------------|-----------|
| Yew Tree Green, off Stoneton Crescent, Balsall Common | Approx. 0.85 ha | LGS No: 7 |

Plan



Site Description and Current Land Use

The site is a well-maintained, open green space and wooded area located to the east of Stoneton Crescent, popular with walkers, dog walkers and children at play. It is surrounded by and accessible to residential dwellings on all sides.

A circular tarmacked path surrounds the majority of the site. A wide verge forms the length of the road frontage and a large grass area forms the centre of the site. The site is interspersed with islands of mature and semi-mature trees and shrubs. A woodland area sparsely populated with mature trees, including veteran oaks and shrubs sits south of the tarmac path at the southern end of the site. Trim hedges line the north and southeast boundaries.

Relevant Planning History

No relevant planning history found.

Site Ownership

Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX

Site Constraints

The area is part of the village which is inset within the Green Belt.

The site is situated in the following designated areas:

- Coal Authority - Development Risk
- SSCO37: Solihull Smoke Control Order No.37 1985 - Historic Ref: 3/27171

Public Access

The site is open and accessible to the public.

Site Photo



Ecological Significance

The ecological value of the site lies predominantly with the density of mature trees and ornamental shrubs that populate the site. They include species such as; cotoneaster, yew, willow, hawthorn, veteran oak, ash, lime, pine and bramble. The mixed species trees, hedges and shrubs are important for a number of birds and mammals as they provide food, shelter and nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

These are all vital for the wider food web and species diversity within the village's ecosystem. In the village, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

This small but significant green space is one of three similar spaces which help characterise the Kemps Green Road estate (Zone E of Balsall Common's Character Map) and acts as a green "lung" within a dense built-up area and is popular with dog walkers and serves as an important place for children for play. It is integral to the layout of the estate as a whole since it is characterised by these spaces and their connections to walking and cycling routes through the estate and to and from the village and schools.

The site is a lovely green which contributes strongly to the character of the area. It, along with the other two similar sites, contain the remains of key features of the Yew Tree area as it was known before development took place in the late 1970's, retaining Chattaway Cottage and the yew tree, located just off Station Road, which is protected by a Tree Preservation Order. They have a number of mature trees including oaks and together with the pond, provide bio-diverse reserves in a built-up area. Wildlife can link effectively with the estates open grass and low planted verges.

The site is highly regarded for its natural beauty, wildlife and important natural and open views. It provides a pretty and tranquil setting for the surrounding houses. Due to its natural beauty and open aspect, the site makes a strong contribution to the village's green infrastructure, sustainability and distinctiveness.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village. The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraph 99-101 of the National Planning Policy Framework in that it:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|-----------------|-----------|
| Kemps Green Road Pond & Green, Balsall Common | Approx. 0.19 ha | LGS No: 8 |

Plan



Site Description and Current Land Use

The site is an idyllic, well-maintained green and pond located southwest of Kemp's Green Road in the heart of a built-up area of residential dwellings. A made footpath wraps around the site along the south, east and western sides. Along the road frontage to the southeast is a triangular verge bordered by a line of semi-mature oak trees. Along the northeast road frontage is a dense thicket which includes holly, beech and birch trees and bramble. At the time of inspection, coots were present on the pond.

Post and rail fencing lines the northern boundary, together with a dense line of holly and semi-mature trees. At the centre of the site is a large pond surrounded on most sides by assorted low shrubs and bramble and mature trees, including a large weeping willow overhanging the pond. The green surrounds the pond to the west and southwest.

Relevant Planning History

No relevant planning history found

Site Ownership

Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX

Site Constraints

The area is part of the village which is inset within the Green Belt.

The site is situated in the following designated areas:

- Coal Authority - Development Risk
- SSC037: Solihull Smoke Control Order No.37 1985 - Historic Ref: 3/27171

Public Access

The site is open and accessible to the public.

Site Photo



Ecological Significance

The ecological value of the site lies with the density of mature trees, shrubs and pond that populate the site. The flora include species such as; cotoneaster, oaks, weeping willow, hawthorne, holly, beech, birch and bramble.

The mixed species trees, hedges and shrubs together with the pond are important for a number of birds, including wetland birds such as coots (which were present at the time of inspection) as they provide food, shelter and nesting sites. These are also equally important for insects, amphibians, invertebrates and small mammals. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

These are all vital for the wider food web and species diversity within the village's ecosystem. In the village, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

This small but significant green space is one of three similar spaces which help characterise the Kemps Green Road estate (Zone E of Balsall Common's Character Map) and acts as a green "lung" within a dense built-up area and is popular with dog walkers and serves as an important place for children for play. It is integral to the layout of the estate as a whole since it is characterised by these spaces and their connections to walking and cycling routes through the estate and to and from the village and schools.

The site is a lovely green which contributes strongly to the character of the area. It, along with the other two similar sites, contain the remains of key features of the Yew Tree area as it was known before development took place in the late 1970's, retaining Chattaway Cottage and the yew tree, located just off Station Road, which is protected by a Tree Preservation Order. They have a number of mature trees including oaks and together with the pond, provide bio-diverse reserves in a built-up area. Wildlife can link effectively with the estates open grass and low planted verges.

The site is highly regarded for its natural beauty, wildlife and important natural and open views. It provides a pretty and tranquil setting for the surrounding houses. Due to its natural beauty and open aspect, the site makes a strong contribution to the village's green infrastructure, sustainability and distinctiveness.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraph 99-101 of the National Planning Policy Framework in that it:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|--|-----------------|-----------|
| Heart of England Academy Playing Fields, Gipsy Lane, Balsall Common | Approx. 2.92 ha | LGS No: 9 |
| Plan | | |
| | | |
| Site Description and Current Land Use | | |
| <p>The site is a large, rectangular playing field associated with the Heart of England Academy. It is well-used and well-maintained and enclosed by municipal fencing. Within the site are a marked out games area, three marked out pitches, rugby and football goal posts.</p> <p>The Heart of England Academy's school buildings lie to the east of the field. The site is surrounded by residential dwellings and its exterior is bordered by pockets of hedging and trees to the north, west and southwest. Balsall Primary School borders the site to the southeast.</p> | | |
| Relevant Planning History | | |
| <p>There are approximately 60 approved planning applications associated with the wider site. They include the erection of temporary classrooms, security fencing, a dance studio, various extensions and building modifications and change of use from offices to a 6th-form annex.</p> | | |
| Site Ownership | | |
| <p>Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX</p> | | |

Site Constraints

The area is part of the village which is inset within the Green Belt and is also in the following designated area:

- Coal Authority Development Risk

Public Access

The school is open to the public during term times with restricted access.

Site Photo



Ecological Significance

Due to the nature of the site, it has low ecological value.

Special Qualities and Local Significance

The site is an open green space which is used daily as a recreational ground/facility by the pupils of Heart of England Academy. It is a major playing field for the children of Balsall Common and provides a wide array of learning and sport activities for the school's students. An annual community event is the Lily Mae fun run which starts and finishes at the school. 2018 saw the 5th run with over 700 runners and raising £20,000 for charity.

The special qualities of the site include the field's openness which creates a sense of space in a dense built-up area as well as contributing to the local character of the village. The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of open space for the school's students. A large outdoor Summer Gala is organised annually by the PTA and stalls and activities for a wide age range occupy the playing field. This is an important fund raiser for the PTA.

The academy's playing area is extremely important to the local community as the school's catchment area takes in all of Balsall Common. As such, it may need to accommodate additional students due to any additional housing development and, as it is constrained on all sides, it cannot expand further. The academy currently utilises the Holly Lane playing fields to augment its own restricted playing area and is known to be interested in acquiring the Balsall Primary School playing field should the overcrowded primary school move to a new site as part of any major development in Balsall Common.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraph 99-101 of the National Planning Policy Framework in that it:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|-----------------|------------|
| Balsall Common Primary School Playing Fields, 139 Balsall St. E, Balsall Common CV7 7FS | Approx. 0.51 ha | LGS No: 10 |

Plan



Site Description and Current Land Use

The site is an enclosed, well-used and well-maintained playing field associated with Balsall Primary School. Within the site are marked out games areas, goal posts, picnic benches, flood lights and PA speakers. The western side has a narrow strip of tarmac. On it are a gazebo and picnic bench, and two large raised beds - each with ornamental shrubs and a palm tree.

The site's school buildings, car park and tarmacked games area lie to the south of the site beyond a line of wooden picket fencing. Trim hedges line the western and south-eastern boundaries with residential dwellings beyond. Municipal fencing lines the boundary between the site and Heart of England Academy to the north and northeast. Mature and semi-mature trees sporadically line the site's perimeter.

Relevant Planning History

There are 33 approved planning applications associated with the wider site. They include the erection of temporary classrooms and a nursery unit, security fencing, swimming pool facility and changing rooms, various extensions and improvements.

Site Ownership

Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX

Site Constraints

The area is part of the village which is inset within the Green Belt and is situated in the following designated area:

- Coal Authority Development Risk

Public Access

The school is open to the public during term times with restricted access.

Site Photo



Ecological Significance

With the exception of the limited amount of trees, shrubs and hedges within the site and lining its perimeter, the ecological value of the site is low.

Those trees, shrubs and hedges provide welcome habitats for shelter, nesting sites and food for many birds, small mammals, invertebrates and insects. As such, they play a minor contributory role for the wider food web and species diversity within the village's ecosystem and the wider ecological significance of the village.

Special Qualities and Local Significance

The site is an open green space which is used daily as a recreational ground/facility by the pupils of Balsall Primary School. It is a major playing field for the younger children of Balsall Common and provides a wide array of learning and sport activities for the school's students. The special qualities of the site include the field's openness which creates a sense of space in a built-up area as well as contributing to the local character of the village.

The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of open space for the school's students. The school hosts events at weekends and over the school holidays for local school children and the wider community, including; 20 clubs have football and rugby sessions every week before and after school and over school holidays for years 3 to 6 which is run by 40 staff. A large outdoor Summer Gala is organised annually by the PTA and stalls and activities for a wide age range occupy the playing field. This is an important fund raiser for the PTA.

This playing area adjoins the Heart of England Academy playing fields and is of great amenity and significance to the local community of Balsall Common as the school's catchment area takes in all of Balsall Common. As such, it may need to accommodate additional students due to any additional housing development and, as it is constrained on all sides, it cannot expand further.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraph 99-101 of the National Planning Policy Framework in that it:

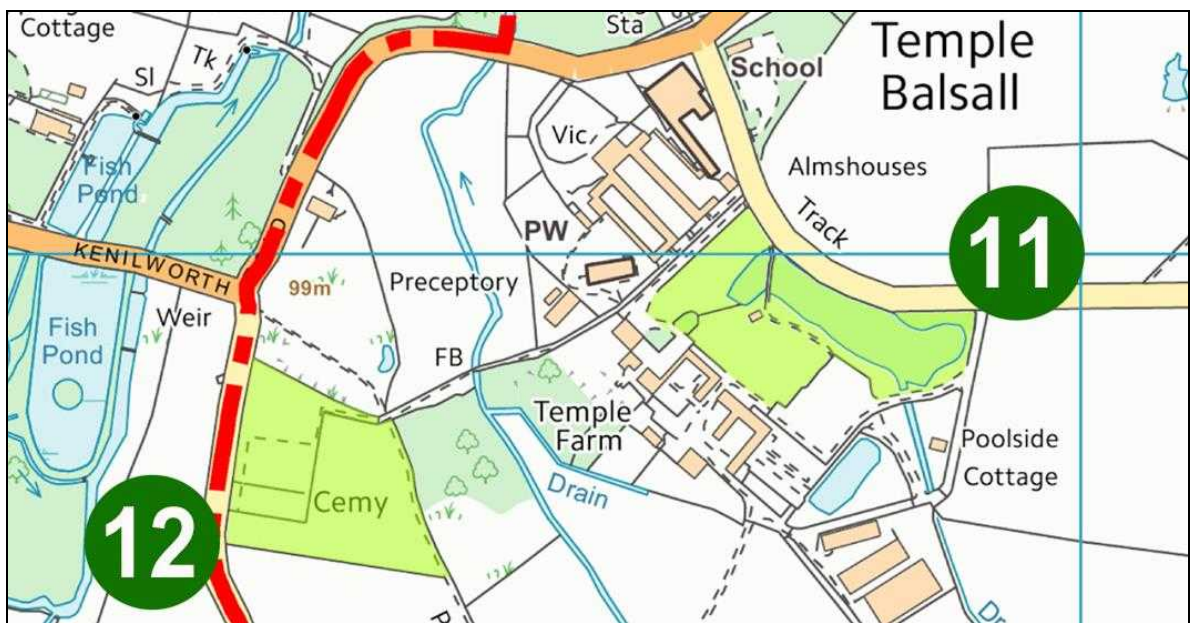
- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|----------------|------------|
| Temple Balsall Green and Pond, Fen End Rd West, B93 0AN | Approx. 1.35ha | LGS No: 11 |

Plan



Site Description and Current Land Use

The site is an attractive combination of an open green and large, enclosed pond situated at the northeast side of Temple Balsall. A line of mature trees running from north to south forms a divide with the green. The pond forms the northern part of the site running the majority of the roadside frontage. An old shed and numerous dedicated benches populate the site.

Across the western portion of the pond is a wooden pedestrian bridge that allows for quiet reflection and views across the pond which is populated with numerous water fowl and enclosed by a post and rail fence, mature and semi-mature trees, shrubs, wetland plants and reed beds. At the time of inspection numerous mallard ducks and dragon flies were seen.

The site is surrounded by and helps form the setting of numerous listed buildings including Grade I listed, Church of St Mary and the Grade II* listed north east range, south west range, entrance and side walls at the Lady Katherine Leveson Hospital, Templars Hall and Temple house. Views to these historic buildings can be seen as they line the site's southwest and northeast boundaries. Lady Katherine Leveson C Of E Primary School lies directly northeast of the site. Views can also be seen into open countryside going clockwise from the north to the southeast.

PRoWs and footpaths border the site's north-western and south-western boundaries and the Millennium Way along the southeast boundary. A large car park lies to the southeast of the site. Trim hedges line the road frontage.

Relevant Planning History

No relevant planning history found.

Site Ownership

Site owner: The Official Custodian For Charities, Trustees of the Foundation of Lady Katherine Leveson, Temple Balsall, Solihull, West Midlands B93 0AL

Site Constraints

The site is surrounded by numerous listed buildings including Grade I listed, Church of St Mary and the Grade II* listed north east range, south west range, entrance and side walls at the Lady Katherine Leveson Hospital, Templars Hall and Temple house.

The site is situated in an area under the following designations:

- Preceptory At Temple Balsall (Ancient Monument)
- Green Belt
- Temple Balsall Conservation Area (2006)

The area is located in Sub-Area 4C of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'high' for Landscape Sensitivity, 'medium' for Visual Sensitivity and Landscape Value and 'very low' for Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public.

Site Photo





Ecological Significance

The high ecological value of the site lies with the density of mature trees, shrubs, wetland plants and pond that populate the site. The flora include species such as; oaks, willow, hawthorn, holly, birch and bramble.

The mixed species trees, hedges and shrubs together with the pond are important for a number of birds, including wetland birds such as mallard ducks (which were present at the time of inspection) as they provide food, shelter and nesting sites. These are also equally important for insects, amphibians, invertebrates and small mammals. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

These are all vital for the wider food web and species diversity within the village's ecosystem. In the village, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

The Temple Balsall area is steeped in local history. Its roots date back to the time of the Crusades. A footpath known locally as The Breadwalk runs behind a school, the alms houses (both 17th Century), towards St Mary the Virgin Church (12th Century) and on to the cemetery. The footpath then follows the west side of the cemetery before turning sharp left back towards Temple Farm then Temple Balsall Green and pond.

This farmstead formed the nucleus of a thriving agricultural community in the 12th Century and later. By 1185 the manor of Temple Balsall had 67 tenants farming 640 acres of arable land. About this time there were nineteen full-time labourers on the home farm including two foresters, a dairyman, miller, studherd, a lad to make pottage for the labourers as well as the usual ploughmen and stockmen. The Temple Balsall Green and pond served as the hub of rural life for agricultural labourers and their families in days gone by. Even now, the Green and pond are an integral part of the Temple Balsall as a whole.

[source <http://www.leveson.org.uk/templebalsall/history.htm>]

The site is popular with both visitors and residents as a tranquil, open space in which to reflect upon the local history. The site is a lovely green which contributes strongly to the character of the area. It is highly regarded for its natural beauty, wildlife and important natural and open views. At the time of inspection, young school children were on a field trip to the site learning about its natural environment and historic past.

It provides an attractive setting for the surrounding houses and listed buildings. Due to its natural beauty and open aspect, the site makes a strong contribution to the Temple Balsall's green infrastructure, sustainability and distinctiveness.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

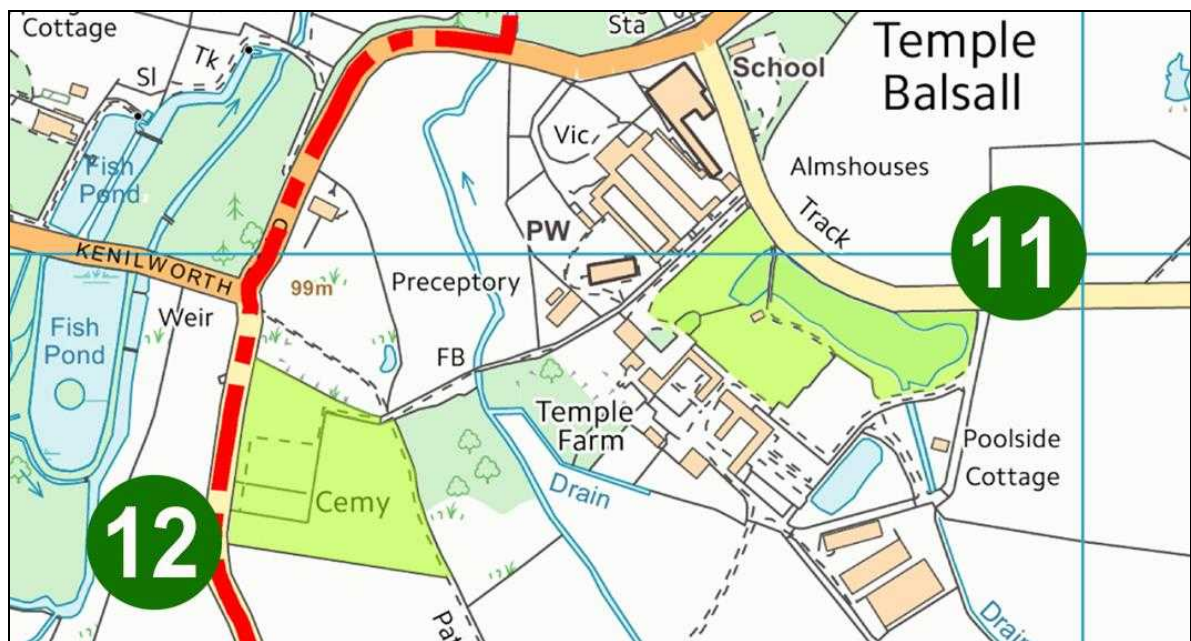
- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|---------------|------------|
| Temple Balsall Cemetery, Temple Lane, B93 0AL | Approx. 1.2ha | LGS No: 12 |

Plan



Site Description and Current Land Use

The site is a well-maintained burial ground situated at the southwest corner of Temple Balsall. The cemetery is located in Temple Lane, Temple Balsall, between Knowle and Balsall Common off the B4101. The burial ground contains a combination of older stone and more contemporary gravestones.

The entrance is notable for the brick pillared, roof-tiled lych-gate erected in memory of the men of Balsall who died during the Great War. Also on the site are numerous benches, a noticeboard and a number of shrubs and mature trees sit within the site.

The grass area is well mown and well-contained. Trim hedges line the site to the east, south and west. Mature trees and newly-planted fruit and ornamental, flowering trees populate the site and line the site's road frontage, western and eastern boundary. A wooded area lines the northern boundary. From the site there are sweeping views to open country side beyond the post and rail fencing that lines its southern boundary.

A gravelled path / public right of way traverses the site running from the southwest to the northeast leading to the centre of the Temple Balsall area. The path leads to a tranquil landscaped grass area at the eastern side of the site (known as the Memorial Garden). A

trim hedge line separates the two sides. It has tree-lined gravelled paths and seating areas and appears to serve as a quiet place of reflection. Public rights of way run along the site's northern and eastern boundaries. Opposite the road frontage to the west is a natural burial ground and open field.

The site is in close proximity numerous listed buildings including Grade I listed, Church of St Mary and the Grade II* listed north east range, south west range, entrance and side walls at the Lady Katherine Leveson Hospital, Templars Hall and Temple house.

Relevant Planning History

No relevant planning history found for the site.

NATURAL BURIAL GROUND SOUTH OF THE SITE:

- **Ref. No:** AP/2016/00029/REF | Status: Appeal Allowed
- **Proposal:** Change of use from agriculture to a green burial cemetery including access, car park, landscaping and associated works.
- **Reason:** "Within the site there would be no physical marking of the graves, no new means of enclosure or buildings. The only visible features would be at ground level with a short access track and car park tucked into the northeast corner of the site, both of which would have no discernible effect on openness [on the Green Belt]."

Site Ownership

Balsall Parish Council

Site Constraints

The site is in close proximity numerous listed buildings including Grade I listed, Church of St Mary and the Grade II* listed north east range, south west range, entrance and side walls at the Lady Katherine Leveson Hospital, Templars Hall and Temple house.

The site is situated in an area under the following designations:

- Green Belt
- Temple Balsall Conservation Area (2006)

The area is located in Sub-Area 4C of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'high' for Landscape Sensitivity, 'medium' for Visual Sensitivity and Landscape Value and 'very low' for Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public.

Site Photo



Ecological Significance

With the exception of the mature trees, newly planted fruit and flowering trees, hedges and shrubs that frame and sporadically populate the site, the majority of the site has low ecological value.

The mixed species trees and shrubs are important for a number of birds and mammals as they provide food, shelter and nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation

of crops. Trees provide nesting sites for birds as well as habitats for small mammal species e.g. squirrels. These are all vital for the wider food web and species diversity within the town's ecosystem.

In the town, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of Temple Balsall.

Special Qualities and Local Significance

The site is the primary burial ground for the Balsall Neighbourhood Area. Balsall Parish Council established the Parish Cemetery in 1920 when the burial ground for the Church of St Mary the Virgin, Temple Balsall, became full. The cemetery increased in size by a quarter of an acre in 1970 and a further 2 acres more recently.

A lych-gate in memory of the men of Balsall who died during the Great War was erected and the cemetery was consecrated by the Bishop of Birmingham in 1921. A further inscription on the lych-gate arch was added to commemorate the dead of World War Two. The grave of Harry Williams, co-author of "It's a Long, Long Way to Tipperary" can be found in the older part of the cemetery.

Temple Balsall has historic roots back to the time of the Crusades. The cemetery, though a relatively recent addition to the area, is fully integrated with buildings, such as St Mary's church and the alms houses of Lady Katherine Leveson dating back centuries. A footpath known locally as The Breadwalk runs behind a school, the alms houses (both 17th Century), towards St Mary the Virgin Church (12th Century) and on to the cemetery. The footpath then follows the west side of the cemetery before turning sharp left back towards Temple Farm then Temple Balsall Green and pond.

It is a restful and open space that serves as a place of remembrance for the community. The cemetery is situated in a tranquil woodland setting as a place where memories of loved ones can be complemented with the natural sounds of the countryside. The recent installation of a memorial garden has added to this ambience. *[source www.balsallparishcouncil.gov.uk/cemetery]*

The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of open green space.

Summary and Suitability for Designation as Local Green Space

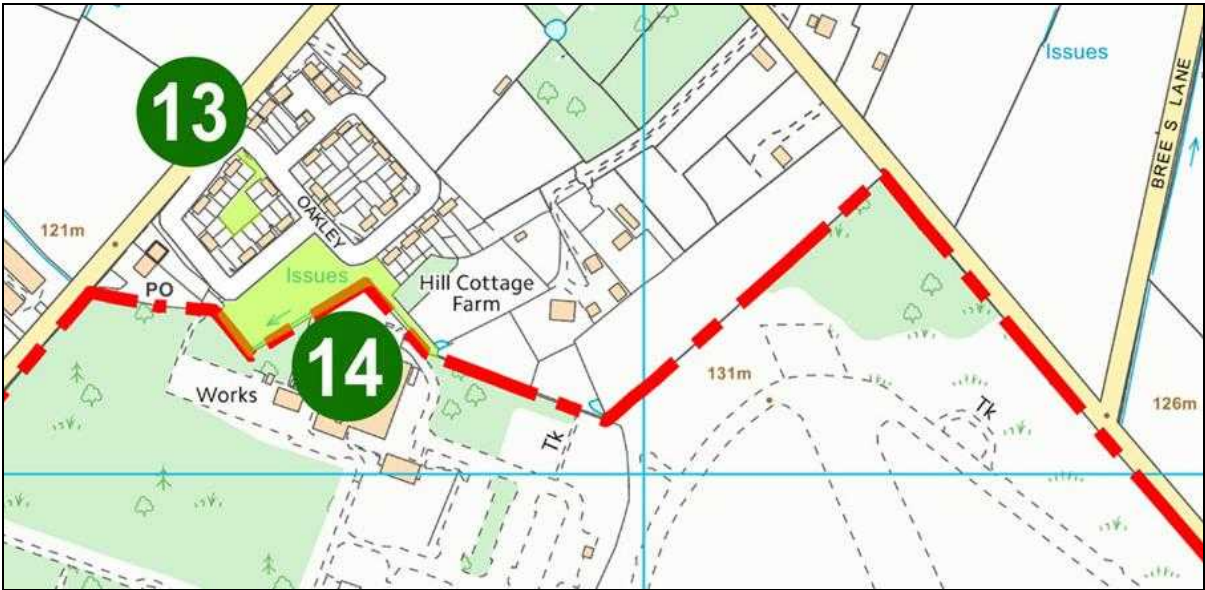
This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|----------------|------------|
| Oakley Playground, Oldwich Lane, East Fen End CV8 1NR | Approx. 0.05ha | LGS No: 13 |
| Plan | | |
|  | | |
| Site Description and Current Land Use | | |
| <p>The site is a small but well-maintained and well-stocked children’s play area surrounded by the residential dwellings of the Oakley Estate and is enclosed by featherboard fencing. Within the site are swings, climbing frame, slide, spring animals and a bench.</p> <p>A narrow hedge-lined path leads into the site from the wide verge that lines the road frontage to the northeast. It is mainly laid to lawn with shrubs and trees overhang the fence from the surrounding back gardens. A large veteran evergreen and 5-bar gate sits at the site’s entrance. A public right of way passes in front of the site’s entrance running from the northwest to southeast.</p> | | |
| Relevant Planning History | | |
| No relevant planning history found. | | |
| Site Ownership | | |
| <p>Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX. Balsall Parish Council owns and maintains the various play equipment for public use.</p> | | |

Site Constraints

The area is situated in the following designated areas:

- Coal Authority Development Risk
- Green Belt

The area is located in Sub-Area 4a of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'medium' for Landscape Character Sensitivity and Visual Sensitivity and 'low' for Landscape Value and Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public

Site Photo



Ecological Significance

Due to the nature of its use, the site has limited ecological value.

Special Qualities and Local Significance

As an enclosed playground, the site is a safe place for young children to play in. The site also is the nearest young children's playground for Oakley. The nearest large settlements are Balsall Common (2.4 miles by road), Knowle (3.9 miles by road) and Kenilworth (5.1 miles by road) [source AA Route Finder]. There are no shops or other facilities nearby apart from said Oakley Playground and Oakley Green. Given Oakley's relative isolation from amenities in general these public green spaces assume a greater significance locally than if Oakley were within easy commuting distance of Balsall Common.

Oakley consists of approximately 75 dwellings with a population of around 200 of which 20% were under the age of 20 making it an important resource for the area. [source 2011 Census data according to <https://www.streetcheck.co.uk/postcode/cv81qe>]

In summary, the site is a recreational facility and open green space that is easily accessible to local residents. The special qualities of the site include its recreational and social value for young children and their parents or guardians of the Oakley Estate area.

The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of open space.

Summary and Suitability for Designation as Local Green Space

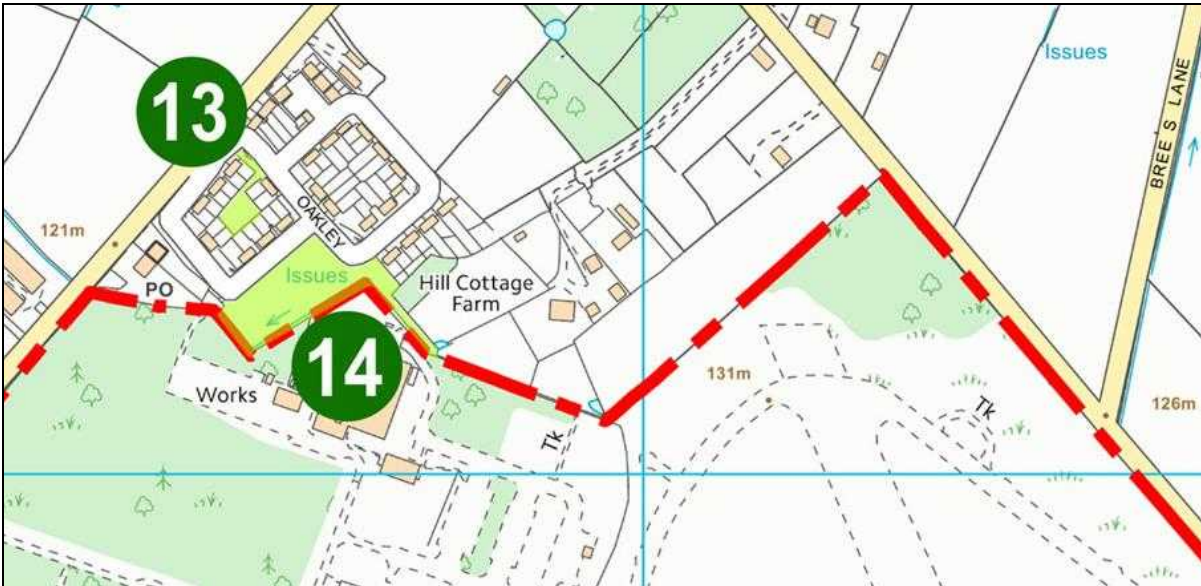
This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

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- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|---|----------------|------------|
| Oakley Green, Oldwich Lane, East Fen End, CV8 1NR | Approx. 0.86ha | LGS No: 14 |
| Plan | | |
|  | | |
| Site Description and Current Land Use | | |
| <p>The site is a predominantly rectangular shaped grass field situated within the Oakley Estate and part of the village of Fen End. It is well-maintained and used as a recreational area for both young and older children and adults. Within the site are 2 metal 5-a-side football goal posts and various personal exercise equipment including balance beams and somersault bars. Semi-mature trees populate both ends of the site and a fenced-off Severn Trent pumping station is situated at the south-western corner of the site.</p> | | |
| <p>Residential dwelling surround the site to the northeast and northwest. Municipal fencing lines the site to the southeast with a wooded are beyond it and along the southwest boundary. A wide green verge is situated at the northeast end of the site and extends narrowly to the southeast. A PRoW runs along the northeast boundary.</p> | | |
| Relevant Planning History | | |
| <p>No relevant planning history found.</p> | | |
| Site Ownership | | |
| <p>Site Owner: Head of Corporate Property Services, The Metropolitan Borough of Solihull, Council House, Solihull, B91 3PX. Balsall Parish Council owns and maintains various recreational equipment for public use.</p> | | |

Site Constraints

The area is situated in the following designated areas:

- Coal Authority Development Risk
- Green Belt

The area is located in Sub-Area 4a of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'medium' for Landscape Character Sensitivity, 'medium' for Visual Sensitivity and 'low' for Landscape Value and Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public.

Site Photo



Ecological Significance

The ecological value of the site lies predominantly with the wooded area that can be found along the site's periphery and the few trees that populate the site.

The mixed species trees, hedges and shrubs are important for a number of birds and mammals as they provide food, shelter and nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

These are all vital for the wider food web and species diversity within the village's ecosystem. In the village, there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

The site also is the nearest green space which can be and is used as a playing field for Oakley. The nearest large settlements are Balsall Common (2.4 miles by road), Knowle (3.9 miles by road) and Kenilworth (5.1 miles by road) [source AA Route Finder]. There are no shops or other facilities nearby apart from said Oakley Playground and Oakley Green. Given Oakley's relative isolation from amenities in general these public green spaces assume a greater significance locally than if Oakley were within easy travelling distance of Balsall Common.

Oakley consists of approximately 75 dwellings with a population of around 200 of which 20% were under the age of 20 making it an important resource for the area. [source 2011 Census data according to <https://www.streetcheck.co.uk/postcode/cv81qe>]

In summary, the site is a recreational facility and open green space that is easily accessible to local residents. The special qualities of the site include its recreational and social value for children, adult and dog walkers of the Oakley Estate area. The site is demonstrably special and locally significant as it is actively used and valued by the local community as a formal area of open space.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

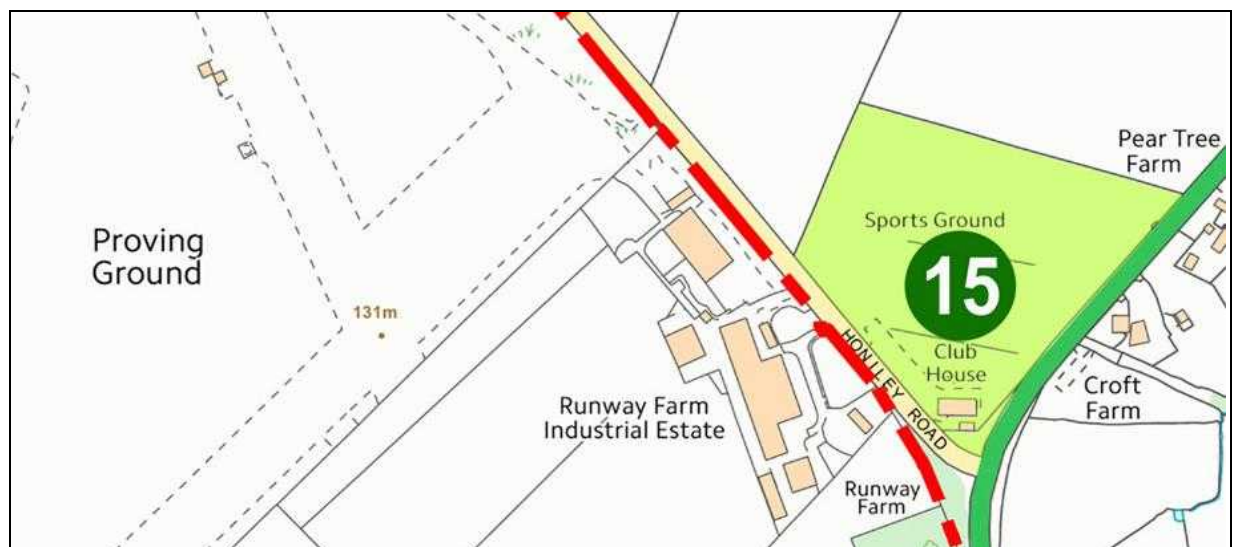
- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN

Local Green Space Site Assessment: October 2018

| Site Address | Site Area | Site Ref |
|--|---------------|------------|
| Balsall and Berkswell RFC Grounds, between Honiley and Meer End Roads, CV8 1NQ | Approx. 6.9ha | LGS No: 15 |

Plan



Site Description and Current Land Use

The site forms the rugby grounds for the Balsall and Berkswell Rugby Football Club. It is situated between Honiley and Meer End Roads. It has two rugby pitches.

Within the site are goal posts, a brick club house, a gravelled car parking area, cement post and rail spectator barrier, picnic benches, two covered substitute benches, floodlights, commercial hoardings and a play area with wooden swings.

Along the site's boundaries are a combination of trim hedges and mature trees. Beyond the hedge to the north is another grassed area with goal posts and games markings.

Residential dwellings and farm buildings line the Meer End Road to the southeast and Runway Farm Industrial Farm and Runway Farm line Honiley Road to the southwest. Open country side borders the site to the northeast. Municipal fencing lines the road frontages with a locked gate at its entrance at the junction of Meer End and Honiley Roads. A PRoW meets the southern end of the site on Meer Road.

Relevant Planning History

- Ref. No: PL/1998/01800/FULL
Proposal: Siting of two portacabins to be used as changing facilities; one steel storage container and moveable training lights
Status: Withdrawn - 11 Mar 1999
- Ref. No: PL/1996/01160/FULL
Proposal: Change of use from agricultural land to rugby pitches and associated car park and club house/changing room facilities
Status: Approved - 12 Dec 1996
- Ref. No: PL/2007/00513/FULL
Proposal: Installation of 6 floodlighting columns with luminaires to one pitch for rugby training purposes only.
Status: Approved - 20 Jun 2007
- Ref. No: BC/1999/01060/HISFP
Proposal: New Single Storey Club House
Status: Work Complete - June 1999

Site Ownership

Site owner: Andrew John Waite and Stephen Andrew Parker, Berkswell & Balsall RFC, Honiley Road, Kenilworth CV8 1NQ

Site Constraints

The area is situated in Green Belt.

The area is located in Sub-Area 4a of the Solihull Borough Landscape Character for SMBC (Dec 2016) by Waterman Infrastructure and Environment Ltd. The area is rated 'medium' for Landscape Character Sensitivity, 'medium' for Visual Sensitivity and 'low' for Landscape Value and Landscape Capacity [to accommodate change].

Public Access

The site is open and accessible to the public during matches and competitions.

Site Photo



Ecological Significance

The ecological value lies predominantly in the mature trees and hedges that line the site's periphery. All of which are important for a number of birds and mammals as they provide food, shelter and nesting sites. They increase the diversity of insect species (including butterflies and bees which are currently in decline), which are a food source for bird and mammal species and can also play an important role in the pollination of plants and crops in the surrounding area. The diversity and population numbers of insects directly impacts the food chain for other fauna in the area and has a wider impact on the cultivation of crops.

These are all vital for the wider food web and species diversity within the village's ecosystem and helps provide a wildlife corridor to the nearby countryside. In the village there have been sightings of larger fauna species such as bats, birds of prey (e.g. buzzards and owls), rabbits and hedgehogs. The site plays an important contributory role in the wider ecological significance of the village.

Special Qualities and Local Significance

The site is locally significant as it is home to the thriving Berkswell and Balsall Rugby Football Club. The activities at the grounds support a varied social life. As well as supporting two men's teams and a women's team, the club also has teams for youngsters from under six years old through to under 17s. It was established in 1981 and plays an important role in the sporting life of Balsall Common.

As the only rugby ground in the Neighbourhood Area, it is demonstrably special particularly as it contributes to general wellbeing by providing a formal sports and recreational facility, enabling social interaction and cohesiveness.

Summary and Suitability for Designation as Local Green Space

This site is well related to and appreciated and valued by the local community and makes a positive contribution to the local distinctiveness of the village.

The LGS as outlined on the above plan is considered to be suitable for Local Green Space designation in accordance with paragraphs 99-101 of the National Planning Policy Framework in that it is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance because of its recreational value (including as a playing field), tranquillity and richness of its habitats and wildlife potential; and
- local in character and is not an extensive tract of land.

Appendix 9b: Letter to Landowners



287/289 Kenilworth Road, Balsall Common CV7 7EL

Telephone: 01676 535679 (Answering Machine)

Email: balsallparishcouncil@gmail.com

Web: www.balsallparishcouncil.gov.uk

Address of landowner

Date

Dear Land Owner

RE: Balsall Neighbourhood Development Plan

Local Green Space title and site

XXXXXXXX

As you may be aware, Balsall Parish Council is currently preparing a Neighbourhood Development Plan for the parish of Balsall which will cover the period up to 2033. The group leading the preparation of the plan on behalf of the Parish Council has identified spaces within or close to the village that it regards as potential Local Green Spaces.

What is it and what does it mean for a landowner?

Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.

Designation does not in itself confer any rights of public access over what exists at present. Any additional access would be a matter for separate negotiation with land owners, whose legal rights must be respected.

Paragraph 76 of the National Planning Policy Framework (NPPF) enables local communities to designate land as Local Green Space in order to safeguard these important spaces from new development other than in very special circumstances. In accordance with paragraph 77 of the NPPF, Local Green Spaces have been proposed based on their proximity, special qualities and local historic and environmental importance to the local community.

Local Green Space designation is also justified due to the special qualities and important contribution they play within the physical and natural environment of the village and the social role they provide for local residents

The plan enclosed indicates the land that has been identified as potential Local Green Space. It is understood that the site numbered X is owned by you.

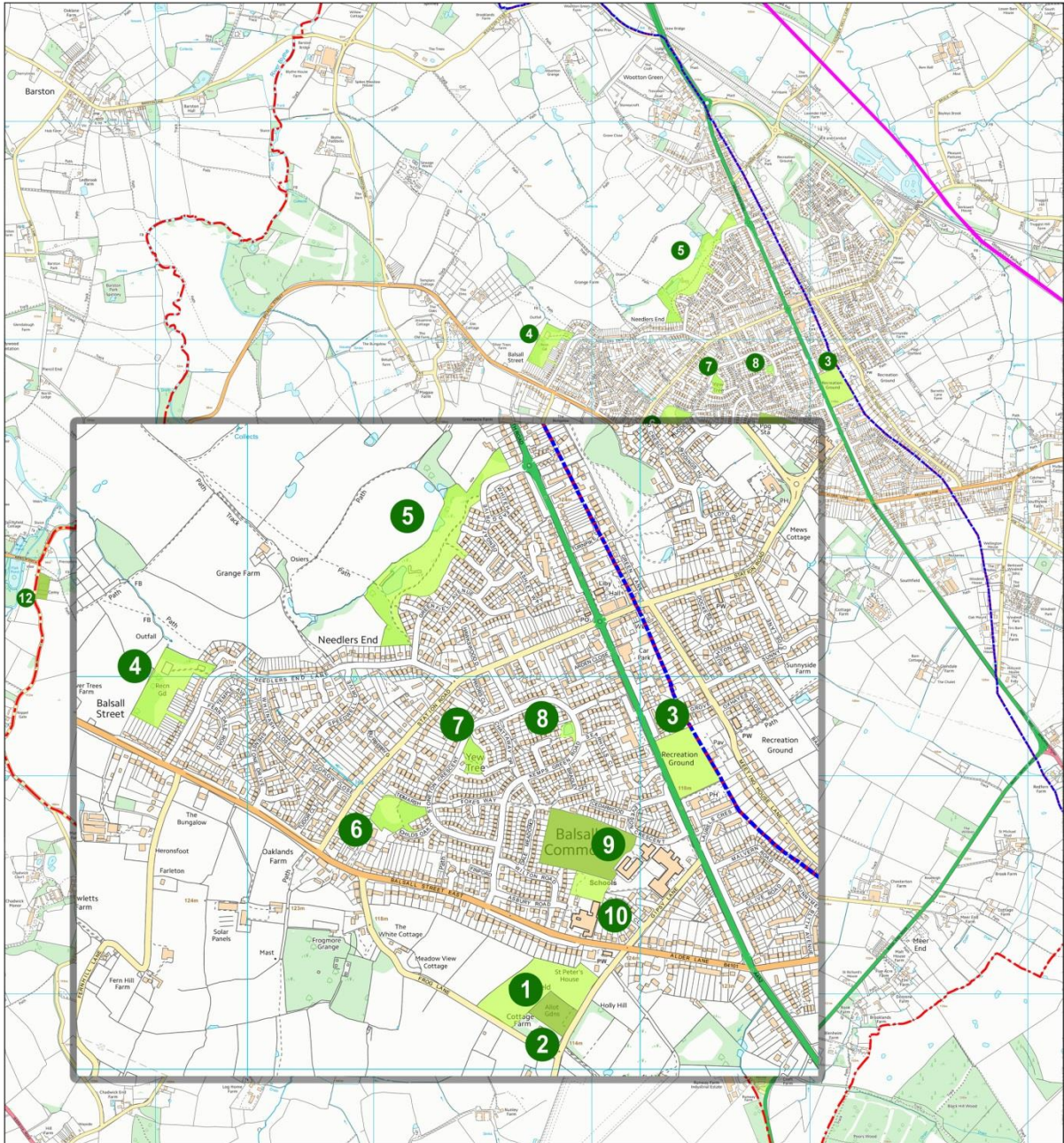
It is anticipated that the Pre-Submission Draft Balsall Neighbourhood Plan will be published for a formal 6 week public consultation beginning in December 2018.

The Neighbourhood Development Plan group welcomes the opportunity to discuss this proposal with you prior to the formal consultation. Alternatively, you may wish to submit your views via the formal consultation process.

If you have any queries please let me know within 14 days of the date of this letter.

Yours sincerely,

Mark Tattum
Chairman
Balsall Parish Council



Key

- | | | |
|-------------------------------|---|--|
| 1 Holly Lane Playing Fields | 9 Heart of England Academy Playing Fields |  Illustrative Route of HS2 |
| 2 Holly Lane Allotments | 10 Balsall Common Primary School Playing Fields |  Neighbourhood Area Boundary |
| 3 The Lant Recreation Ground | 11 Temple Balsall Green and Pond |  Joint Balsall Common / Berkswell Boundary |
| 4 Willow Park | 12 Temple Balsall Cemetary | |
| 5 Grange Park | 13 Oakley Park | |
| 6 Tidmarsh Close Green | 14 Oakley Playing Fields | |
| 7 Yew Tree Green | 15 Balsall and Berkswell RFC Grounds | |
| 8 Kemps Green Rd Pond & Green | | |

Note: For illustrative purposes only

Local Green Spaces

DATE:
30 / 10 / 2018



File Name: Balsall Common LGS_Balsall Common_30 Oct 18

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***Ecological Report
Parish Neighbourhood Plan
For
Balsall Parish Council***

***Habitat Biodiversity Audit Partnership for
Warwickshire, Coventry and Solihull
Warwickshire Wildlife Trust
and
Ecological Services Warwickshire County
Council***



DECEMBER 2018

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The River Blythe SSSI at Temple Balsall

Introduction

Wildlife and biodiversity are valuable as part of the natural environment, and in terms of contributing to people's quality of life and wellbeing. The Government has committed itself to halt and reverse the overall decline in biodiversity. Neighbourhood plans offer significant opportunities to understand the biodiversity assets you have and how they can be protected and enhanced.

Identifying biodiversity assets of your neighbourhood includes:

- Important habitats for example all woodlands, ponds, hedgerows and meadows;
- Designated nature areas, both statutory and non-statutory;
- Distribution of plants and animals
- Wildlife corridors between habitats to allow animals and plants to disperse

In addition to identifying biodiversity assets your local neighbourhood plan can be used to;

- Show where opportunities are for enhancing biodiversity by introducing different management of public spaces, planting trees or restoring hedgerows for example;
- Identifying where the threats to wildlife are, and how can they be avoided or mitigated;
- Plan to achieve a long-term biodiversity net gain for your parish
- The design and layout of major housing allocations

The Habitat Biodiversity Audit for Warwickshire Coventry and Solihull

Warwickshire, Coventry and Solihull are very well provided with wildlife information from Warwickshire Wildlife Trust's Habitat Biodiversity Audit and Warwickshire County Council Biological Records Centre.

The Habitat Biodiversity Audit (HBA) Partnership for Warwickshire, Coventry and Solihull has been surveying and maintaining a continuous record of the wildlife habitats for the Warwickshire sub-region since 1995. Today the HBA partnership is the longest running habitat survey programme of its kind in the country. Its success is due to the ongoing support and funding from all the local planning authorities across the sub-region, together with support and advice from the Environment Agency and Natural England.

In addition to the Phase 1 surveys the HBA incorporates the Local Wildlife Sites Project (LWSP) which designates Local Wildlife Sites (formerly Sites of Importance for Nature Conservation – SINCs) across the sub-region. Local Wildlife Sites are recognised within the planning system as of county importance for protecting wildlife and are incorporated into all local district, borough and county green infrastructure plans. Today there are more than 600 local wildlife sites in Warwickshire, Coventry and Solihull, covering more than 5,000 hectares.

The Warwickshire Sub-Region Phase 1 Habitat Survey

The Phase 1 Habitat Survey is a standardised system for classifying and mapping wildlife habitats in all parts of Great Britain. The Warwickshire Phase 1 habitat survey programme has been running continuously since 1996 with the aim to regularly update the Warwickshire sub-region within a five year time span.

Warwickshire was one of the first pilot areas for trialing the national biodiversity offsetting scheme which has now been formally adopted into the planning policy of all local authorities in Warwickshire sub-region. Warwickshire was able to offer the offsetting scheme because of the consistent comprehensive coverage of the Phase 1 habitat dataset. The main addition from the offsetting scheme is the habitat distinctiveness score (Figure....)

In addition to the biodiversity offsetting scoring, the Phase 1 habitat data has also been used for modelling habitat connectivity for woodlands and hedgerows, grasslands and wetlands and most recently for modelling pond clusters for Great Crested Newt presence.

For a detailed description of the Phase 1 habitat survey methodology please refer to the JNCC Handbook for Phase 1 habitat Survey (JNCC, 2010) and the HBA Phase 1 Survey Guidance Notes (Habitat Biodiversity Audit, 2012). The distinctiveness scoring methodology (Defra, 2012) is available on DEFRA's website at:

<http://www.defra.gov.uk/environment/biodiversity/uk/offsetting/>. The biodiversity offsetting definitions and criteria for Warwickshire amended 10/05/2013 are available from Ecological Services Warwickshire County Council.

Warwickshire Biological Records Centre Species Records

Species information is based on existing records within the Warwickshire Biological Record Centre (WBRC). For this report EU and UK protected species, UK Biodiversity Action Plan, local Biodiversity Action Plan species and rare and endangered species have been noted where records are held digitally. These records have been used with local knowledge to provide spatial interpretation for each site.

This interpretation is based on data and information available at the time of preparing this report. Please note that lack of records may well indicate that no survey work has

yet been undertaken and does not indicate that species are necessarily absent. Protected species may be using the site and surrounding area and appropriate survey work may be required to establish their presence and to inform mitigation measures to ensure that they are not impacted by any proposed works.

Natural Environment Designations

Statutory Sites confer some form of statutory protection providing statutory protection for the best examples of the UK's flora, fauna, or geological or physiographical features. They include Special Areas of Conservation (SACs) Sites of Special Scientific Interest (SSSIs), National Parks and Areas of Outstanding Natural Beauty (AONBs) and Local Nature Reserves (LNRs).

Sites of Special Scientific Interest (SSSI)

A Site of Special Scientific Interest (SSSI) is a conservation designation denoting a protected area in the United Kingdom. SSSI's are legally protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way (CROW) Act 2000 and the Natural Environment and Rural Communities (NERC) Act 2006. This legislation gives Natural England powers to ensure better protection and management of SSSIs and safeguard their existence into the future.

Local Nature Reserves

A Local Nature Reserve (LNR) is a statutory designation made under section 21 of the National parks and Access to the Countryside Act 1949 and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006. All district and county councils have powers to acquire, declare and manage LNRs. Parish and town councils can also declare LNRs, but they must have the powers to do so delegated to them by the principal local authority. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment. Some are also nationally important Sites of Special Scientific Interest.

LNRs must be controlled by the local authority through ownership, lease or agreement with the owner. The main aim must be to care for the natural features which make the site special.

Ancient Woodlands

Ancient woodland is defined as woodland that has been in continuous existence since at least 1600 AD. An inventory of ancient woodland was first initiated in 1981 by the Nature Conservancy Council (predecessor to Natural England), but only included woodlands greater than two hectares.

They include:

- Ancient semi-natural woodlands (ASNW) consisting mostly of native trees and shrubs, usually arising through natural regeneration
- Plantations on ancient woodland sites (PAWS) where the former tree cover has been felled and replaced by planted trees, usually with native species
- Ancient wood-pasture and historic parkland, many of which have not been included in the Ancient Woodland Inventory because their low tree density did not register on historical maps

Ancient Woodlands unless they are designated a SSSIs come under the National Planning Policy Framework (NPPF) (Communities and Local Government, 2012) guidance section 118 – state: *“When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity” and to do this “planning permission should be refused for development resulting in loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees, unless the need for, and benefits of the development in that location clearly outweigh the loss”* (Woodland Trust, 2017).

Due to historic significance under section 12 of the NPPF, LPAs may also consider veteran trees, and woodland pasture and parkland as heritage assets.

Hedgerows

The Hedgerow Regulations 1997 (Defra, 1997) protect important countryside hedges from removal, without the permission of the local planning authority. If a hedgerow is at least 30 years old and qualifies under any one of the criteria, then it is an important hedgerow as set out in the regulations. The criteria relate to a hedgerow’s importance with respect to its archaeology and history; wildlife and landscape.

The Hedgerows Regulations states that the hedgerow does not have to contain trees, but any trees in it form part of the hedgerow. Where a former hedgerow has not been actively managed and has grown into a line of trees it is not covered by the regulations. However, lines of trees may be protected under existing licensing procedures for felling or by Tree Preservation Orders (TPOs).

The Warwickshire Biodiversity Action Plan (BAP) for hedgerows is defined as having more than 80% native woody species, including at least five woody species that are either native somewhere in the UK or which are archaeophytes. If this is the case then the hedgerow is defined as being species-rich.

Local Wildlife Sites

The few sites which have statutory designations because of their international or national interest represent the top of the hierarchy of protection. These sites are selected according to standardised criteria and procedures. Second tier, non-statutory sites, covering local nature conservation importance, are more difficult to classify as they have no legislative basis or standardised definition. The Warwickshire, Coventry and Solihull Local Wildlife Sites Project created in 2000 set out to formerly identify Sites of Importance for Nature Conservation (SINCs), now known as Local Wildlife Sites (LWS). The formal process for identifying, surveying and designating *Local Wildlife Sites* is set out in *The Green Book: Guidance for the Selection of Local Wildlife Sites in Warwickshire, Coventry and Solihull (Habitat Biodiversity Audit , 2015 rev.)*

Identifying Local Wildlife Sites

Local Wildlife Sites help buffer and connect natural areas, providing ecological networks and increasing resilience of biodiversity to pressure of land use and climate change. They contribute to the quality of life and the health and well-being of communities and provide important open space in urban areas.

The Making Space for Nature report (*Lawton D.H., 2010*) asserted that *Local Wildlife Sites are highly vulnerable to damage and loss, and recommended improving their protection and management, underlining that Local Sites are “important to future ecological networks, because they not only provide wildlife refuges in their own right, but can act as stepping stones and corridors to link and protect nationally and internationally designated sites”.*

The Government response to Making Space for Nature, published alongside the Natural Environment White Paper, (Defra, 2011), encouraged Local Site Partnerships to continue to implement Defra’s Local Sites guidance and play an increased role in identifying, protecting and managing Local Sites. The subsequent England Biodiversity Strategy 2020 (Defra, 2011) restated that Government will encourage local authorities to take a more active and positive role in the management of Local Sites, including through reporting data on such sites in the Government’s new Single Data List.

The HBAs Local Wildlife Sites Project identifies potential local wildlife sites and re-visits designated local wildlife sites wherever possible to ensure their continuation as viable wildlife areas, and makes recommendations and advice on the selection and management of these sites.

National Planning Policy (NPPF)

The Government’s National Planning Policy Framework (NPPF) (Communities and Local Government, 2012) states that the distinction should continue to be made

between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance. It advocates the protection of local sites recognising their importance and the contribution that they make to wider ecological networks.

The NPPF says that to minimise impacts on biodiversity and geodiversity, planning policy should:

- Plan for biodiversity at a landscape-scale across local planning policies;
- Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them, and areas identified by local Partnerships for habitat restoration and creation;
- Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan;
- Where Nature Improvement Areas (NIAs) are identified in Local Plans, consider specifying the types of development that may be appropriate in these Areas.”

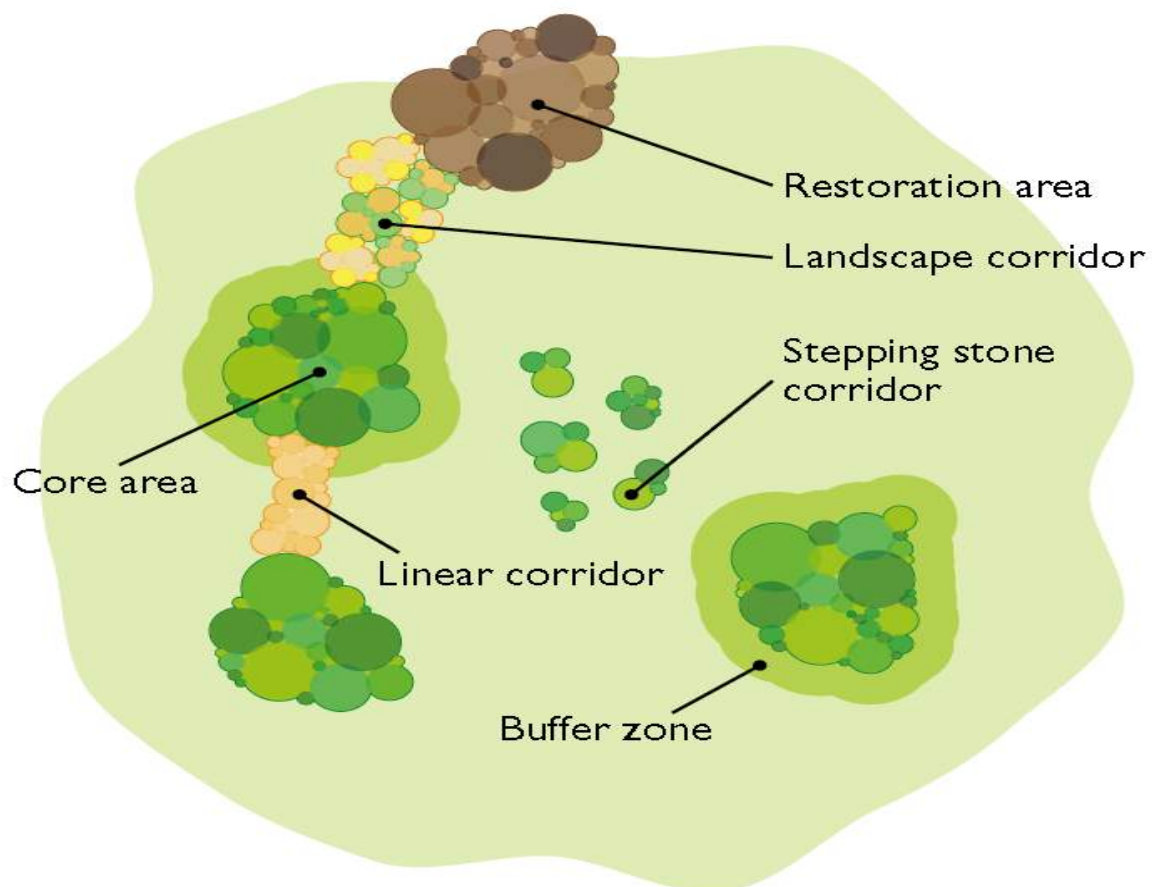


Figure 1 Wildlife Zones - bigger, better and connected Lawton 2010

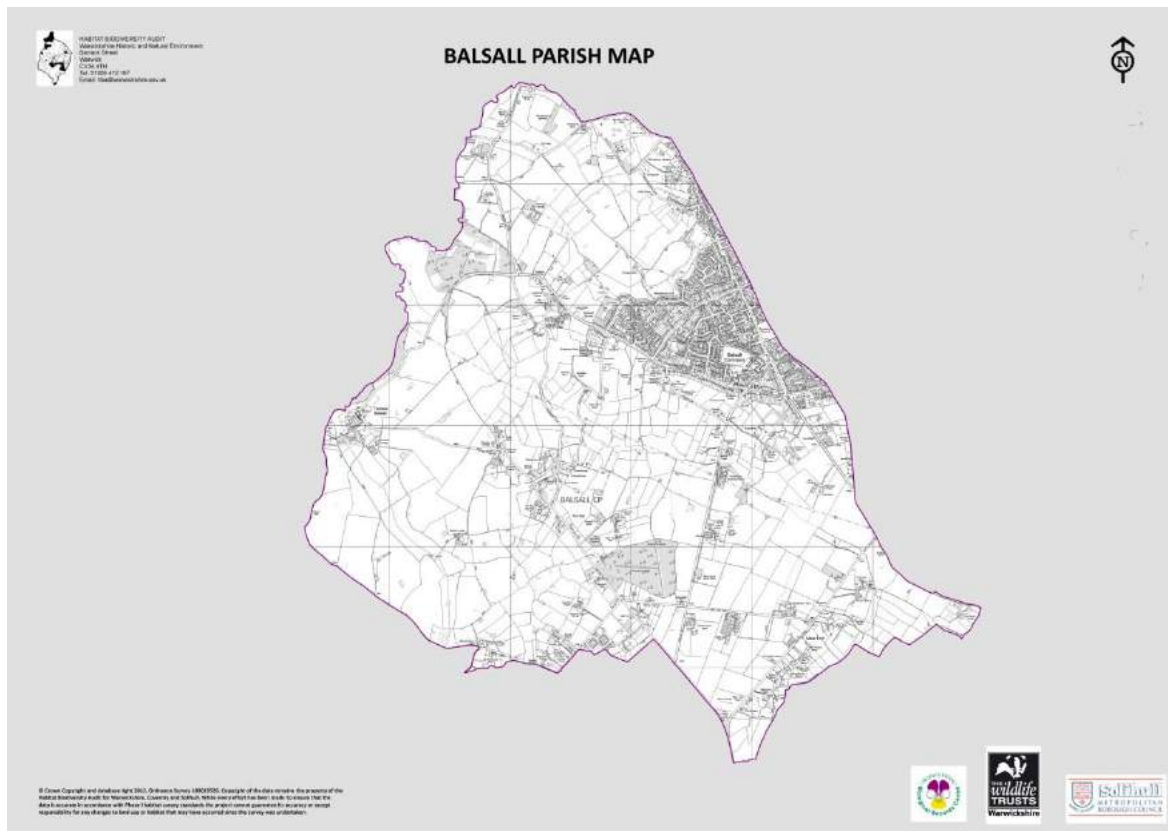
Balsall Parish

The Parish of Balsall is located in the Arden Landscape Character Area, described as an area of former wood pasture and ancient farmlands lying on the eastern side of the Birmingham Plateau.

Ecologically the natural vegetation of the Arden is thought to have consisted of dense broad-leaved woodland, dominated by pedunculate oak (*Quercus robur*) on light sandy soils and lime on the heavier clays and loams. Woodland clearance, from earliest times resulted in the development of grassland and wood pasture over much of the area with heathland on the poorer leached soils. Marshland occurred in the low lying areas along rivers and stream.

Within the Arden Landscape Area, Balsall is further sub-divided into the Arden Pastures, a landscape of poor soils and small fields associated with deposits of glacial drift along the southern edge of the Birmingham Plateau. Much of this area remained as wood pasture and waste until relatively recent times. This is reflected in the many place names ending in 'Heath' or 'Common'. The village of Balsall Common in the parish takes its name from the large area of former heathland which extended from Berkswell to Shrewley.

Today the farmed landscape is characterised by permanent pasture, often grazed by horses or ponies. The field pattern is varied, semi-regular and irregular shaped fields, bounded by ancient mixed hedgerows. Many of these hedgerows contain mature hedgerow trees which create a heavily wooded appearance, a feature of the area.



Designated Sites

The River Blythe is the only SSSI associated with Balsall Parish. The river flows along the north-western boundary of the parish from Mill Pool Farm, Bradnock's Marsh Lane south to Temple Balsall. The River Blythe is the only SSSI river in Warwickshire and has important wetland habitats along its course, including meadows and connecting water courses such as Cuttle Brook.

The local wildlife site citation excerpts below briefly summarise the type of important habitats found within and adjoining Balsall Parish. A full list of the documentation and accompanying habitat map is also available as part of each citation and are referenced in the bibliography. A reference map and list of all local wildlife sites by status are shown in Figure 2 and Table 1.

Potential Local Wildlife Sites have been identified by the Phase 1 habitat surveys as areas that require more detailed survey with the possibility of designating them as local wildlife sites. To date 11 sites have been identified in the parish and the recommendation prior to any planning application would be to have these sites investigated further and if required to undertake a local wildlife sites survey.

No all sites surveyed meet the local wildlife site selection criteria as set out in the Green Book (HBA, 2015 rev.). The decision not to confer local wildlife site status does not preclude the site from being resurveyed at a future date if the habitat improves through sympathetic management or could be reinstated through biodiversity offsetting.

Woodland Local Wildlife Sites

Balsall Street Woodland

Balsall Street Woodland Local Wildlife Site (*Bowley J. , 2004*) is located to the north east of Temple Balsall. It is a narrow strip of semi-natural broad-leaved woodland that is partly bordered by Balsall Street, but is largely enclosed by arable land. It is woodland that contains a diverse range of semi natural tree and shrub species, and a diverse ground flora that includes several ancient woodland indicator species including bluebell (*Hyacinthoides non-scripta*), wood sedge (*Carex sylvatica*), enchanter's-nightshade (*Circaea lutetiana*) and greater stitchwort (*Stellaria holostea*).

Frogmore Wood

Frogmore Wood (*Bowley J. , 2014*) is replanted ancient woodland of medium size situated in the parish of Balsall, about 2km south-south-west of Balsall Common. It is surrounded by a typical Arden Landscape of small to medium grass and arable fields, straight tree-lined enclosure roads and scattered settlement associated with the hamlet of Fen End to the south and west of the wood.

The site is one of the best remaining examples of an acid woodland in the vice-county of Warwickshire and is very close to two more, with Hay Wood LWS situated 3km to the south-south-west and Poors Wood LWS just 1.5km to the south-east, with both sharing a similar history.

Squirrel Coppice

Squirrel Coppice (*Bowley J. , 2018*) is a small section of semi-natural woodland consisting mainly of pedunculate oak (*Quercus robur*), bracken (*Pteridium aquilinum*) and bramble (*Rubus officinale agg.*) close to Frogmore Wood LWS.

This small woodland lies within the centre of a good scatter of semi-natural woodland and grassland local wildlife sites, which apart from the nearby Frogmore Wood, also includes Fen End Pastures, Long Brook Meadows, the contiguous complex of Cuttle Pool Lane Sand Pit, Springfield Farm Meadows and Temple Balsall Woodlands, Chadwick Cottage Farm Ponds, Priests Park Wood, Hay Wood and Poor's Wood and Blackhill Wood. In addition, an important group of pLWS woodland and grassland sites clustered around the Nunley Proving Ground (now Jaguar-Landrover).

Temple Balsall Woodlands

Temple Balsall Woodlands Local Wildlife Site (*Cole D. , SP27C4 Temple Balsall Woodlands, 2005*) comprises four separate woodland dominated sites, which form a small cluster at Temple Balsall. They include two small blocks of woodland at Lady Katherine Leveson School, a Warwickshire Wildlife Trust Reserve, and woodland found at the Springfield Study Centre. In addition to both wet and dry woodland, there are small areas of marsh, swamp, and a number of ponds. The site is within the River Blythe floodplain habitat corridor, a long linear stretch of several important habitats that include areas of local wildlife site quality woodland, floodplain meadow, and swamp.

Wood at Wootton Green

The Wood at Wootton Green (*Cole D. , 2006*) is small semi-natural woodland composed largely of native tree and shrub species and a field layer of typical woodland species including abundant Bluebell with Primrose and Moschatel. There is some diversity in habitat with the presence deadwood habitats (both fallen and standing dead wood), woodland edge, a pool, and damp areas including a wet ditch.

There is potential for woodland improvement through the removal of non-native species and favouring and encouraging appropriate native species.

The woodland forms a valuable woodland habitat within an area dominated by agricultural land providing aesthetic as well as ecological value. Internally, the woodlands colourful ground provides significant aesthetic appeal.

Poors Wood and Blackhill Wood (part)

The LWS (*Bowley J. , Poors Wood and Blackhill Wood, 2016*) consists of a block of two mostly replanted woodlands, Poors and Blackhill, and the relict outer belt of a third, Hazel Hill, situated in a rural area 3km west-north-west of Kenilworth Castle. The block is partly in the parish of Kenilworth (Blackhill and Hazel Hill) and partly in Honiley (Poors) and is located between Honiley church to the south and the hamlet of Meer End to the north. Although once situated in a largely pastoral landscape the site is now mostly surrounded by large arable fields, but some small damp pasture fields still survive on the north-west boundary near the bridleway, one being a potential local wildlife site.

The site is one group of a cluster of ancient and later woodlands in the local area, the nearest LWSs being Frogmore Wood 1.5km to the north-west and Hay Wood 3km to the south-west. Like Hay Wood, Poors Wood is notable for including some of the best relict heathland flora in the county.

Grassland Local Wildlife Sites

Fen End

Fen End Pastures (*Cole D. , 2004*) Local Wildlife Site is situated in a rural landscape approximately 1 km to the south of Balsall Common. The LWS comprises two fields of marshy mesotrophic (neutral) grassland that are separated by a small stream (a tributary of the River Blythe).

The site is diverse in habitat with areas of unimproved/species rich marshy grassland, small areas of riparian woodland, a stream, and species rich hedgerows. Species diversity is correspondingly high. Several species indicative of unimproved or species rich semi improved wet grassland are present including sneezewort (*Achillea ptarmica*), common knapweed (*Centaurea nigra*), pignut (*Conopodium majus*), greater bird's-foot-trefoil (*Lotus pedunculatus*), great burnet (*Sanguisorba officinalis*), meadowsweet (*Filipendula ulmaria*), common fleabane (*Pulicaria dysenterica*), and betony (*Stachys officinalis*). The small wet woodland areas contain species such as dog's mercury (*Mercurialis perennis*), bugle (*Ajuga reptans*), greater stitchwort (*Stellaria holostea*), and hairy brome (*Bromopsis ramosa*).

Springfield Farm Meadows

The LWS (*Bowley & Newton, 2015*) comprises four small damp semi-improved species-rich meadows lying on either side of the Cuttle Brook, and is located on Springfield Farm about 0.5km to the south-west of Temple Balsall, in the parish of Balsall. In addition to the meadows the LWS also includes a larger field to the west of the brook containing two large fish-breeding pools of fairly recent (1990's) date, surrounded by species-poor semi-improved grassland and rush pasture.

The four brook-side meadows are good surviving examples of the MG4 Meadow Foxtail-Great Burnet grassland community, as defined by the National Vegetation Classification (NVC). This was once characteristic of damp riverside hay meadows in the Warwickshire sub-region but is now a rare habitat due to agricultural improvement and ploughing; it is also an internationally threatened habitat. These four meadows are noted for the presence of several county scarce plants, including a large colony of Heath Spotted Orchids; and are also notable for being an important link between two Warwickshire Wildlife Trust reserves, namely Cuttle Pool Lane Sand Pit LWS to the south-east and Temple Balsall LWS to the north.

Needlers End Meadow

The most important feature of the site (*Cole D. , 2006*) is the rarity of the MG4 grassland community. This type of grassland is now rare both nationally and internationally and is listed in annex 1 of the EC Habitats Directive as a habitat of European conservation concern. There is evidence that in the nineteenth century this grassland type was widespread and common in some parts of Britain, particularly in the Midlands and also southern England in the case of flood meadows. In the twentieth century, however, they have declined severely as a result of agricultural improvement, the neglect of common meadow rights and from gravel extraction.

Long Brook Meadows

The LWS (*Bowley & Newton, 2015*) consists of a 1km long corridor of damp semi-improved grassland situated on either side of the Long Brook, a tributary of the River Blythe SSSI (1km to the north-north-west), and located in a rural part of the parish of Balsall to the west of Long Brook Lane and about 1km to the south-west of the large dormitory village of Balsall Common.

The LWS is composed of the small pre-existing Magpie Farm Meadows LWS and a larger area of newly added grassland on the adjacent Gate Farm, which together forms a contiguous corridor of habitat. A second pre-existing LWS known as Fern Hill Farm Meadows LWS is part of this corridor but could not be accessed for resurvey. When this can be achieved it will be added to the new Long Brook Meadows LWS.

The land at Gate Farm is currently under a Higher Level Stewardship agreement and the hedgerows on the farm are being managed to try and encourage elm regeneration for the county threatened white-letter hairstreak (*Satyrrium w-album*).

Mosaic Local Wildlife Site: Cuttle Pool Lane Sand Pit

This small (4 ha) disused sand and gravel pit (*Bowley J. , 2009*) situated 0.75 km south-west of Temple Balsall consists of a mosaic of habitats; with an area of rough rabbit grazed semi-improved grassland in the north-western corner covering about 0.75-1 ha, a larger area (1.5 ha) of bare substrates, wet flushes, short grassland and scattered

scrub in the centre and south-west, 0.5 ha of dense impenetrable scrub in the south-east and about 1-1.25 ha of semi-natural secondary woodland and scrub woodland on the steep slopes of the east side.

Hedgerow Local Wildlife Site: Fernhill Lane

The Local Wildlife Site is part of Fernhill Lane (Cole D. , 2005), a narrow rural lane to the south of Balsall Common. This part of the lane is bordered by species rich hedgerows that line both sides of the carriageway. The hedgerows are variable both in composition and structure, but are mostly tall, unmanaged, and largely intact. They include several standard trees, and long stretches have associated ditches that are mostly wet, with running water in places. Grass verges of varying width, but up to eight metres in places, are found either side of the carriageway. Other linked habitat includes a small stream (a tributary of the River Blythe) that crosses Fernhill Lane.

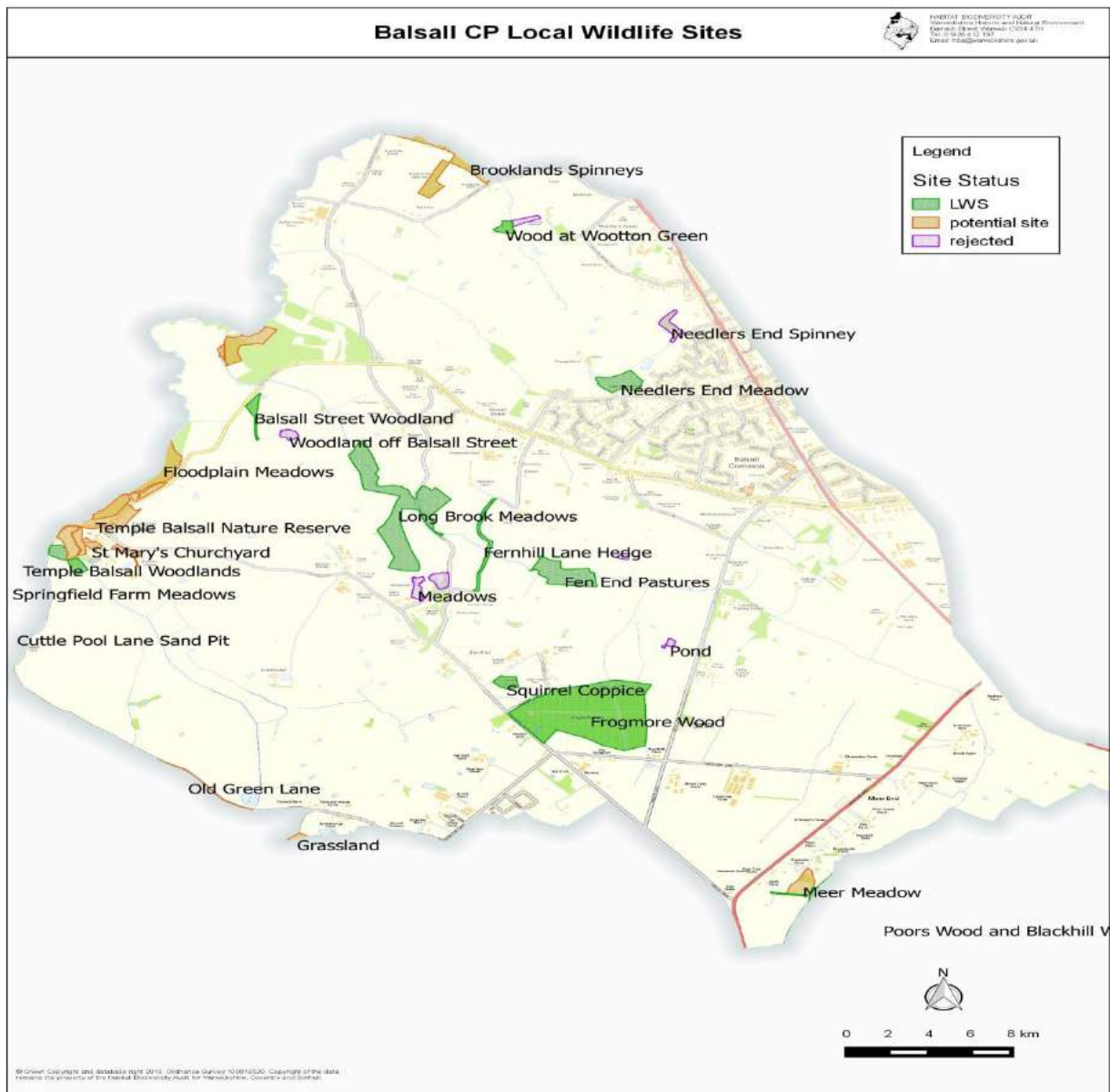


Figure 2 Local Wildlife Sites

Table 1 Local Wildlife Sites

| Site ID | Site name | Site Status | Area (ha) | Selection Date |
|---------|--------------------------------------|----------------|-----------|----------------|
| SP27D3 | Balsall Street Woodland | LWS | 0.71 | 22/12/2004 |
| SP27H4 | Fernhill Lane Hedge | LWS | 1 | 08/03/2005 |
| SP27H1 | Frogmore Wood | LWS | 22.56 | 04/12/2014 |
| SP27H2 | Fen End Pastures | LWS | 3.66 | 15/11/2004 |
| SP27C5 | Springfield Farm Meadows | LWS | 8.28 | 05/02/2015 |
| SP27I4 | Needlers End Meadow | LWS | 2.05 | 15/02/2006 |
| SP27I3 | Long Brook Meadows | LWS | 11.45 | 29/04/2015 |
| SP27C4 | Temple Balsall Woodlands | LWS | 5.61 | 27/05/2004 |
| SP27C2 | Cuttle Pool Lane Sand Pit | LWS | 4.68 | 12/08/2009 |
| SP27J3 | Wood at Wootton Green | LWS | 0.6 | 12/04/2005 |
| SP27L1 | Poors Wood and Blackhill Wood | LWS | 35.74 | 16/06/2015 |
| SP27H7 | Squirrel Coppice | LWS | 0.82 | 12/12/2018 |
| SP17X5 | Cuttle Brook | potential site | 2.12 | |
| SP27L5 | Meer Meadow | potential site | 1.41 | |
| SP27D2 | Floodplain Meadows | potential site | 8.38 | |
| SP27C6 | Temple Balsall Nature Reserve | potential site | 3.29 | |
| SP27D1 | St Mary's Churchyard | potential site | 0.42 | |
| SP27J2 | Brooklands Spinneys | potential site | 5.64 | |
| SP27D7 | Springfield & Temple Balsall Meadows | potential site | 2.02 | |
| SP27C8 | Temple Farm Pond | potential site | 0.49 | |
| SP27C9 | Old Green Lane | potential site | 1.58 | |
| SP27B3 | Grassland | potential site | 2.6 | |
| SP27D6 | Woodland off Balsall Street | rejected | 0.46 | |
| SP27H3 | Pond | rejected | 0.21 | |
| SP27I1 | Needlers End Spinney | rejected | 0.95 | |
| SP27H8 | Fen End Meadow | rejected | 0.17 | |
| SP27H6 | Meadows | rejected | 0.65 | |
| SP27H5 | Sedgemere Pool | rejected | 0.81 | |
| SP27J7 | Wood at Wootton Green | rejected | 0.42 | |

Identifying Important Habitats, the Phase 1 Survey

The Phase 1 habitat survey for Balsall Parish shows that majority of the area has been updated within the past 5 years, with the area around Temple Balsall being the most up to date having been surveyed in 2017. Balsall Common and the immediate surrounding areas were updated in 2015 as part of the HS2 development and more recently for the Solihull Additional Housing Allocation Ecological report (*HBA and WBRC, 2016*). There remain smaller areas of the parish still awaiting update survey, mainly around Holly Grange Farm, New Holly Lane Farm and the Police Dog Training Centre.

The Phase 1 habitat map for Balsall Parish is shown in Figure 3 shows the breakdown of habitats/landuse for the parish covering approximately 1,479 square hectares.

The majority of land use in the parish is agricultural with 81 per cent of the surveyed area consisting of either arable farm land (46%) or agriculturally improved grassland (35%). All types of woodland including semi-natural and plantations account for 6 per cent of total landuse; all grasslands including amenity and semi-improved account for 9 per cent of all land use. The remaining land use/habitat categories are scrub land and tall ruderal (3%) and wetland habitats including standing water and rivers, and their associated habitats (2%).

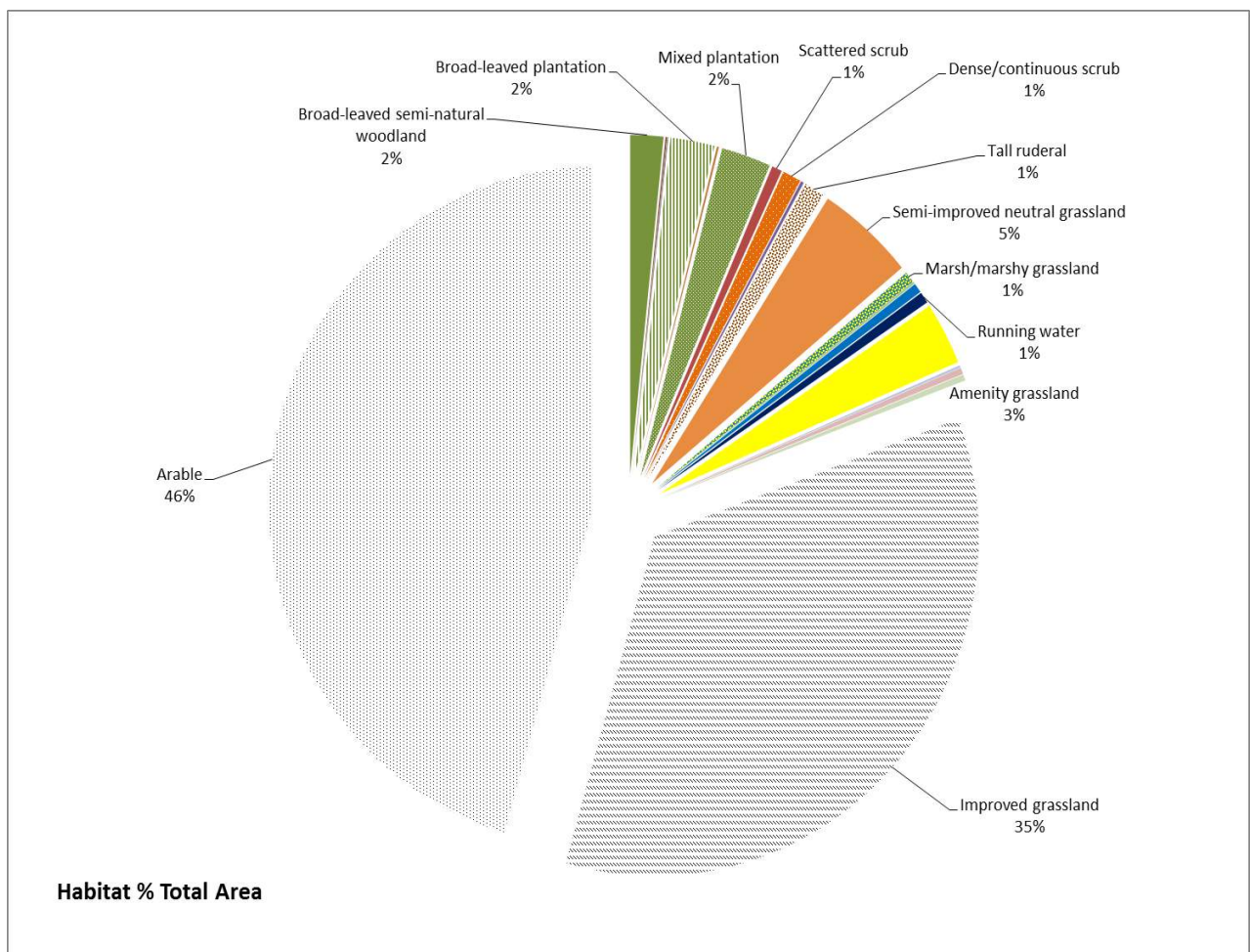


Figure 3 Phase 1 habitats

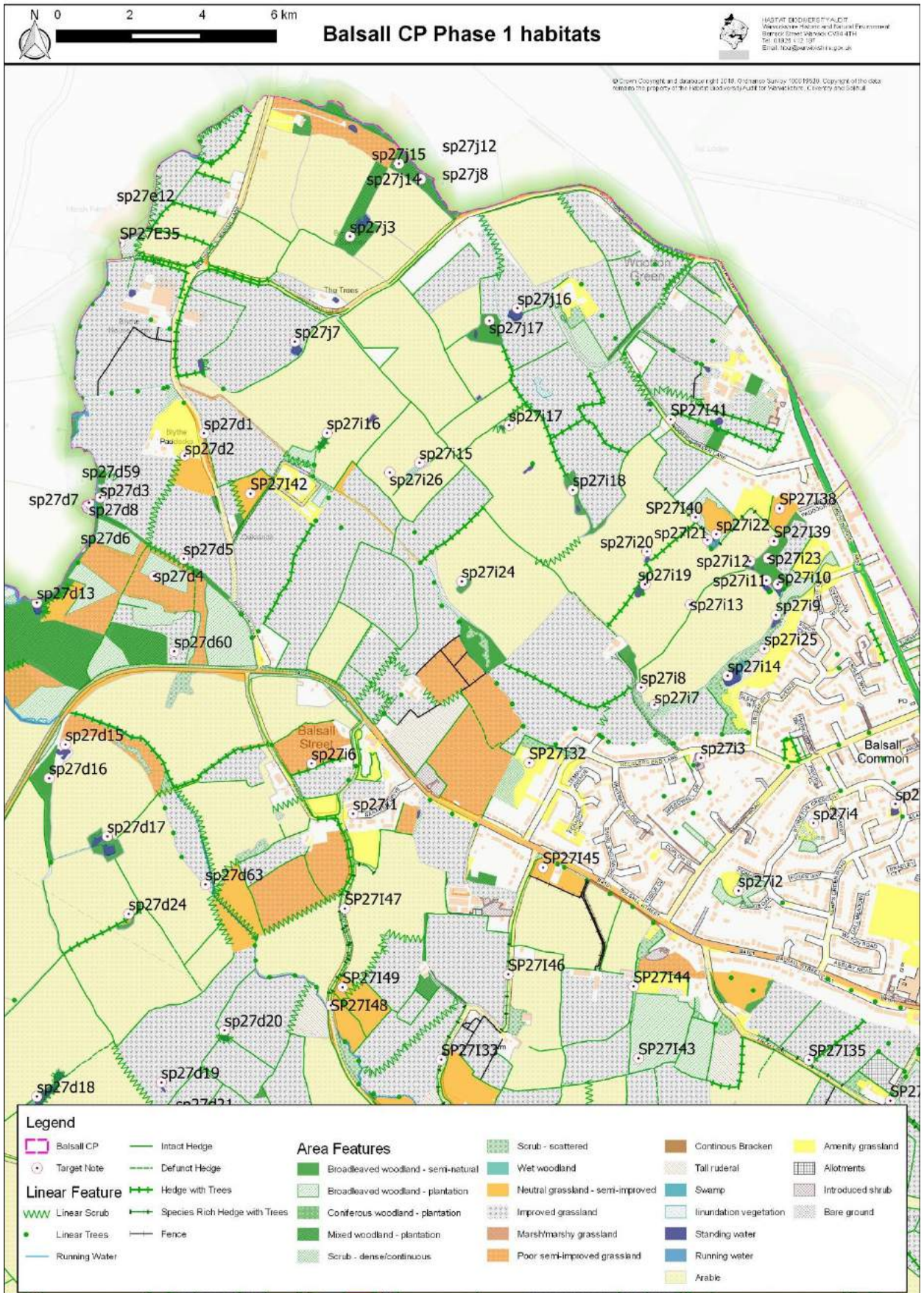


Figure 4 Phase 1 habitat mapping extract for Balsall Common

Phase 1 Habitat Distinctiveness

The habitat distinctiveness categories and their associated scores are derived from the Biodiversity Offsetting Pilot UK National Ecosystem Assessment technical report (UK NEA, 2011). The habitat distinctiveness scores are added to the Phase 1 habitat classification in order to define land use that is best or worst for biodiversity (i.e. wildlife).

The habitat distinctiveness categories can also be interpreted as areas of habitat importance or sensitivity to development and are a useful way of simplifying the 57 Phase 1 map categories. Each Phase 1 habitat type has been given a distinctiveness score as below:

- 6 – High distinctiveness
- 5 – Medium / High distinctiveness
- 4 – Medium distinctiveness
- 3 – Low / Medium distinctiveness
- 2 – Low distinctiveness.
- 1 - None

6 - High distinctiveness scores equate to areas of highest biodiversity, including all unimproved habitats. High distinctiveness will incorporate statutory sites, Local Wildlife Sites and the Biodiversity Action Plan (BAP) habitats and species. The high distinctiveness category for linear habitats includes species-rich hedgerows.

4-5 Moderate distinctiveness scores are a mid-way assessment for areas that are either a transition from high to low or vice versa; or are of indeterminate biodiversity. Examples include semi-improved neutral grassland, scrub and tall ruderal¹ which are transitional and temporary habitats. Linear sites with moderate scores include intact hedgerows.

2–3 Low distinctiveness scores are areas of low biodiversity interest. These areas cover the majority of the Warwickshire sub-region, including for example agricultural farmland, amenity grassland and coniferous plantation woodland. Low linear scores are associated with defunct hedgerows, fences and dry ditches.

¹ Ruderal from the latin for rubble or rubbish refers to cleared areas that have become colonised by pioneer plant species, typical tall perennial or biennial plant species e.g. Rosebay Willowherb , Common nettle, Japanese Knotweed

Ancient Woodland and SSSIs are considered irreplaceable habitats, and although these are given a score of 6 for the purpose of mapping they are to be avoided by development and where possible suitable habitat buffers are required. Local Wildlife Sites are also scored highly for their habitats but afford less protection under planning law, although many woodland local wildlife sites are may also be ancient woodlands.

Figure 5 shows the distinctiveness maps highlighting the important woodlands; semi-natural grasslands; wetlands and intact and species rich hedgerows.

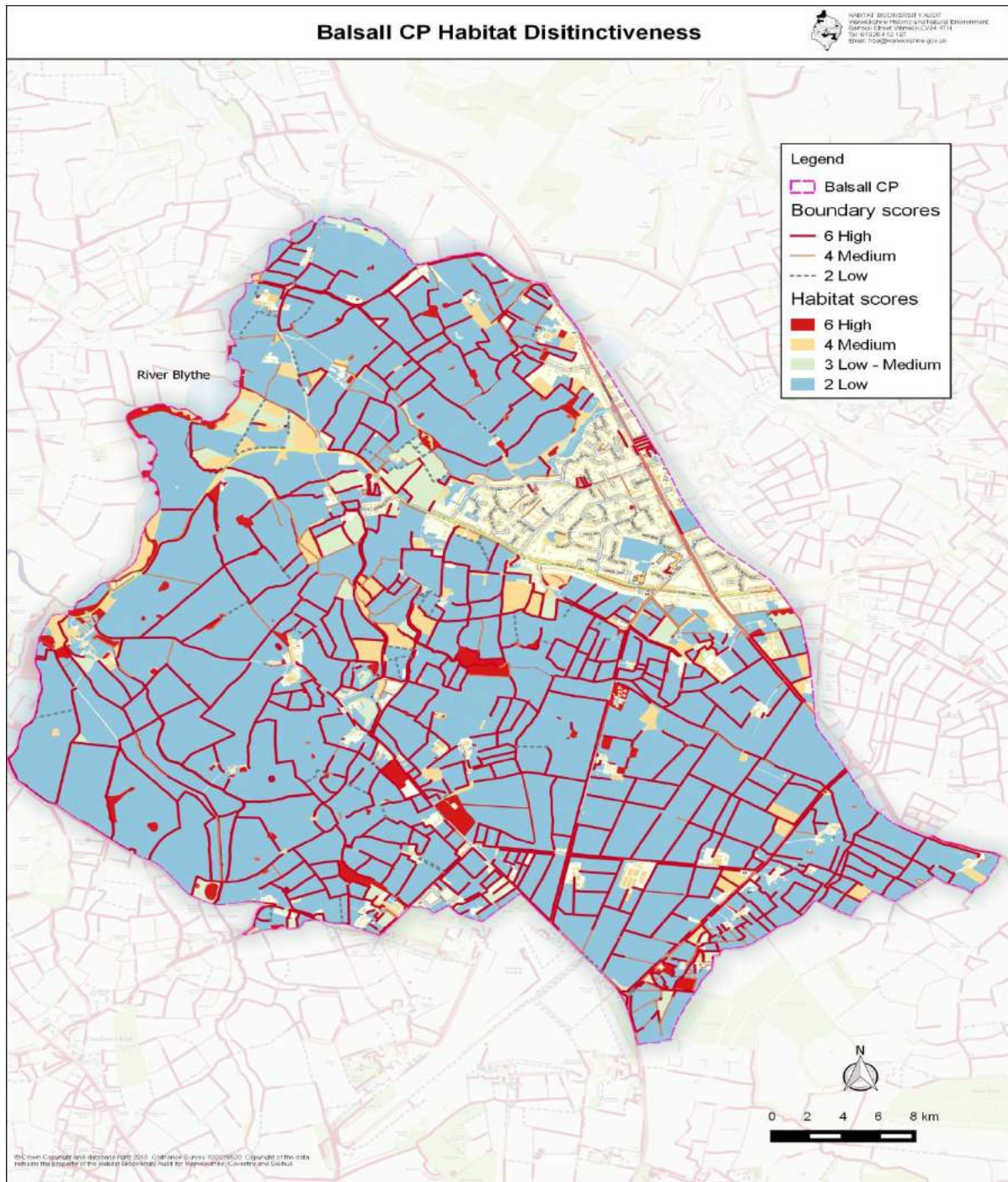


Figure 5 Phase 1 habitat distinctiveness

Habitat Distinctiveness - high and medium valued habitats

Habitats with high distinctiveness scores include broad-leaved semi-natural woodland, including ancient woodlands; species rich hedgerows; wetlands, including rivers and ponds. Medium scoring habitats include semi-natural grasslands and open scrubland.

Ancient woodland

Scattered blocks of ancient semi-natural woodland occur throughout the Arden and Balsall Parish has an area of fragmented ancient woodland including; Frogmore Wood Local Wildlife Site, recently designated Squirrel Coppice Local Wildlife Site, which is an extension to Frogmore Wood, and part of Poors Wood and Blackhill Wood, along the southern edge of the parish. Smaller woods, of less than 2.0 hectares, have not previously been recorded on the ancient woodland inventory; however these may be included in a future updated inventory and would include Temple Balsall Wood and Needlers End Spinney Local Wildlife Sites.

Many woods on the ancient woodlands inventory have been substantially replanted. However, their rich ground flora and fauna built up over centuries is often still present, particularly along rides and around the edge of the woodland. This makes them superior wildlife sites to more recent woodland plantations.

Hedgerows

Ancient mixed hedgerows often more than two metres wide are a special feature of Arden, and some may represent remnants of the original wildwood as it was cleared and converted into small hedged fields by assarting. A wide variety of woody species are typically present, often dominated by hazel, with dogwood, field maple, blackthorn and holly.

Hedgerows also provide important wildlife corridors and provide the connection for plants and animals to move between woodlands and grasslands.

Fernhill Lane Local Wildlife Sites is a good example of the species rich hedgerows that still exist in the parish. Further detailed hedgerow surveys using the Phase 1 or the HBA hedgerow survey would identify more species rich hedgerows across the parish. The habitat distinctiveness map (Figure 5) shows the present hedgerows as a densely connected network.

Semi-natural grasslands

Areas of semi-improved permanent grassland are still a feature of the more pastoral Arden landscape. Many sites existed up to the Second World War are now largely destroyed or damaged as a result of agricultural intensification and development, but

many areas do remain, particularly on marginal land including roadside embankments and verges; wet marshy ground along river and streams; steep hillsides; disused railway cuttings; or as isolated groups of hedged fields.

Good examples within the parish include wet and marshy grassland found at Springfield Farm Meadows, Fen End, Needlers End Meadows and Long Brook Meadows local wildlife sites. These are remnants of the traditional meadows managed in the past for hay and grazing after the hay cut. In the past, these fields would have been subject to flooding and drying out in the summer which gives rise to their unique mix of wildflowers, rushes, sedges and grasses.

A number of potential wildflower meadows still remain to be surveyed as local wildlife sites.

River wetlands

Historically river floodplains were managed as wet meadowland. These were floristically rich and of great nature conservation value. Some areas of particular wildlife interest include; wet woodland, inundation and marginal vegetation, marsh and marshy grassland. The River Blythe and Cuttle Brook have a number of wetland habitats along the river sections at Temple Balsall, including the flood plain meadows incorporating Temple Balsall Nature Reserve (also a potential local wildlife site).

Field ponds

Field ponds, often fringed by scrub and trees, are found throughout Arden and are associated with a history of stock-rearing. Where they are managed to avoid silting up and over shading by surrounding scrub vegetation, they can be valuable wildlife habitats. Although many ponds have been lost as a result of agricultural intensification and neglect, they are still an important feature of the parish.

Ponds provide breeding habitats for protected species such the Great Crested Newt as well as other amphibians and reptiles. The individual species distribution maps are shown in the protected species section. Ideally ponds should form groups or clusters to allow species to move between them. As more ponds are lost and become isolated the more likely it is that the species in that area will decline and eventually disappear altogether. Recently work has been done by the HBA, Warwickshire Wildlife Trust, Warwickshire Biological Record Centre and Solihull MBC to identify and map pond clusters; and to work with developers to provide replacement ponds and suitable nearby suitable habitat through biodiversity offsetting.

Temple Farm Pond at Temple Balsall potential local wildlife site is an example of a remaining farm pond. There are many recorded ponds across the parish and where possible these should be surveyed for habitat quality and the presence of amphibians and reptiles.

Wildlife Habitat Connectivity

The NPPF recognises the need for, and the implementation of landscape habitat connectivity. However, the NPPF does not specify how this should be done. The HBA together with WCC Ecological Services and York University developed a set of Phase 1 habitat connectivity maps in 2012 which continued until recently. The Solihull Metropolitan Borough Council *Additional Site Options Ecological Assessment 2016* included the connectivity assessment maps as part of the report findings. The quality and level of detail afforded by the Phase I cover data allow the results to be used as measures of structural connectivity, where the physical connectedness of the landscape elements of habitat patches and linear features can be assessed.

The main habitat groups identified for the connectivity mapping include:

- Woodlands; including semi-natural, broad-leaved plantation and scrub land
- Priority grasslands; namely all grasslands that have not been agriculturally improved
- Standing water and habitats associated with marshy conditions; ponds and marsh
- Intact hedgerows and trees

The connectivity mapping shows where there are opportunities for improving connections between similar types of habitats. Conversely the mapping can be used to assess the possible impact of development on existing habitats and where these can be offset or avoided altogether. The HBA-WCC habitat connectivity mapping has been applied to the proposed HS2 rail link through Warwickshire, a section of which is planned to pass through the western edge of the Balsall Common. A detailed assessment of the HS2 impact is available from Warwickshire County Council Ecological Services.

Balsall CP Important Habitat Connectivity

HABITAT BIODIVERSITY AUDIT
 Warwickshire Nature and Natural Environment
 Barrack Street, Warwick, CV34 4TH
 Tel: 01926 412157
 Email: info@warwickshire.gov.uk

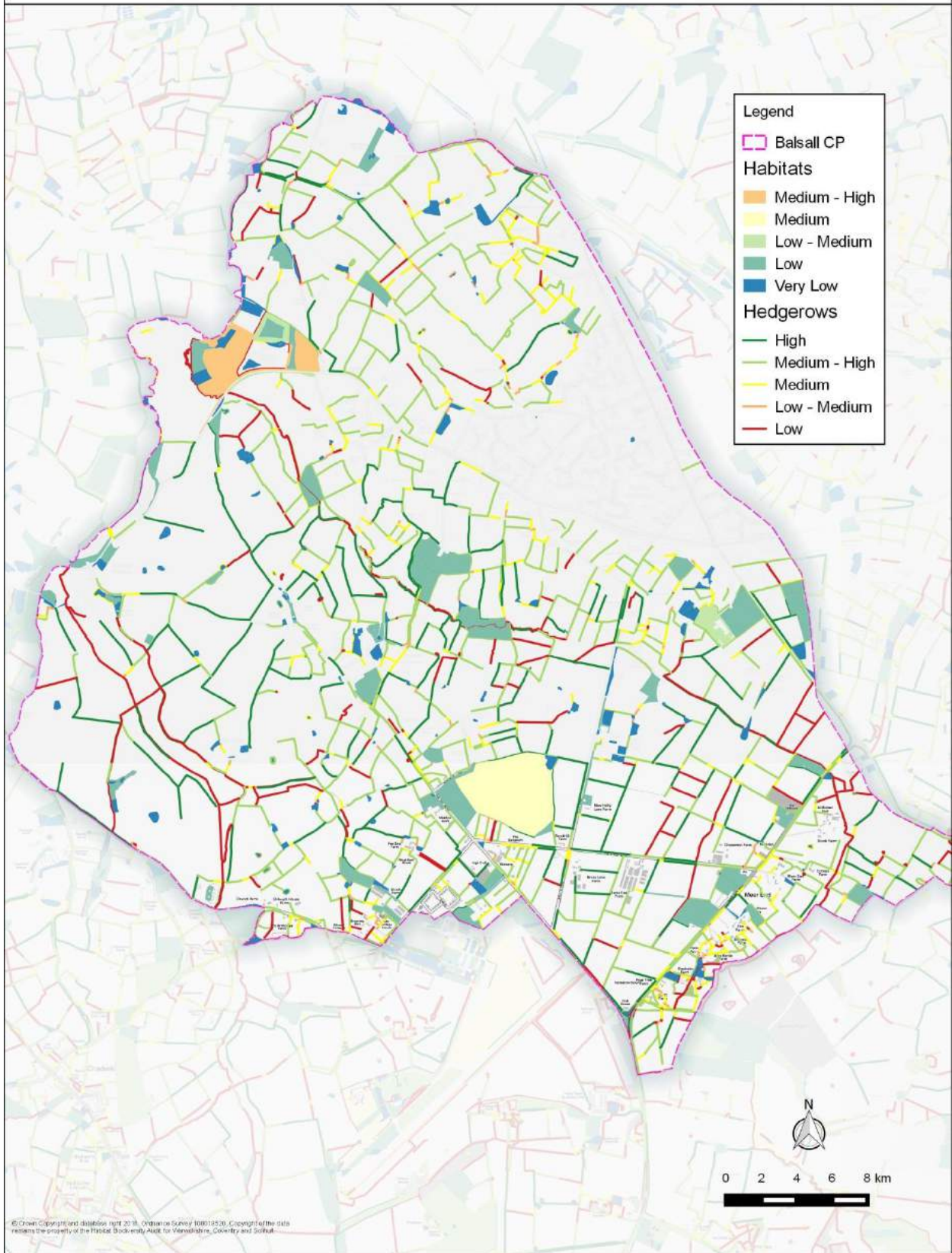


Figure 6 Balsall CP Wildlife Habitat Connectivity

The Ecological Constraints Map

The constraints map is derived from the Phase 1 habitat mapping and shows where development should be avoided and ecological enhancement encouraged. Each priority habitat is assigned a (minimum) buffer according to the type of habitat. The section below is taken from the *Solihull Additional Site Options Ecological Assessment for Frog Lane*, – Balsall Common (*Habitat Biodiversity Audit & Ecological Services Warwickshire County Council, 2017*).

The important habitats are identified and buffered to create an overall green (terrestrial habitats) and blue (riparian and aquatic habitats) map which clearly demarcates the limits of development, they include:

- *30 metre (15-20 minimum) buffer around all semi-natural woodland and broad-leaved plantation woodland including Ancient woodland*
- *8 metre buffer either side of adjacent river courses*
- *8 metre buffers around all wetland features including; emergent vegetation, lakes and ponds*
- *5 metre buffer either side of intact hedgerows*
- *All areas of medium to high distinctiveness grassland with values 4, 5 and 6*
- *For veteran trees the precautionary approach is set out in BS5837:2012 that there should be a minimum of 15 times the diameter of the tree trunk or 5 metres beyond the canopy, whichever is greater (Woodland Trust, 2017).*

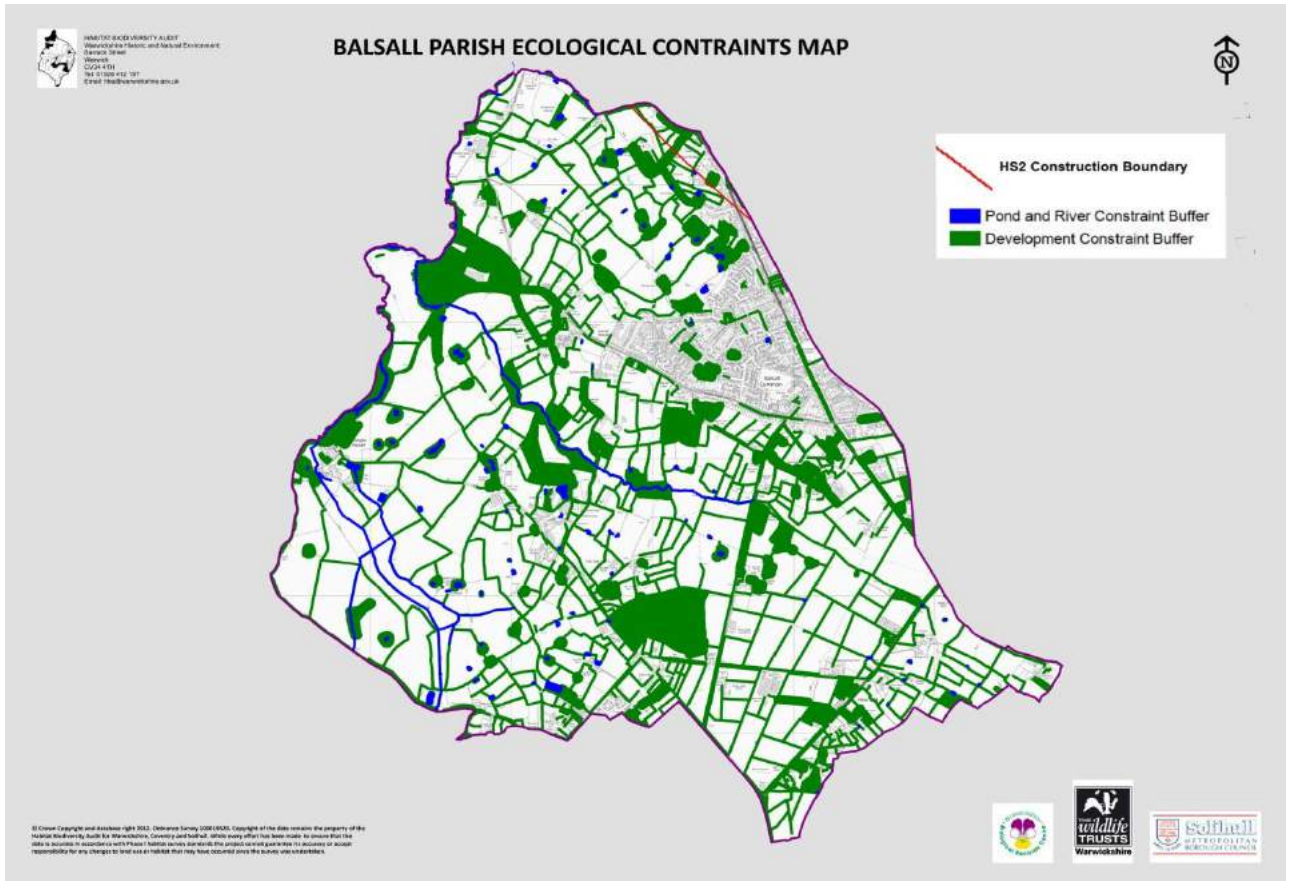


Figure 7 Balsall CP Ecological Constraints map

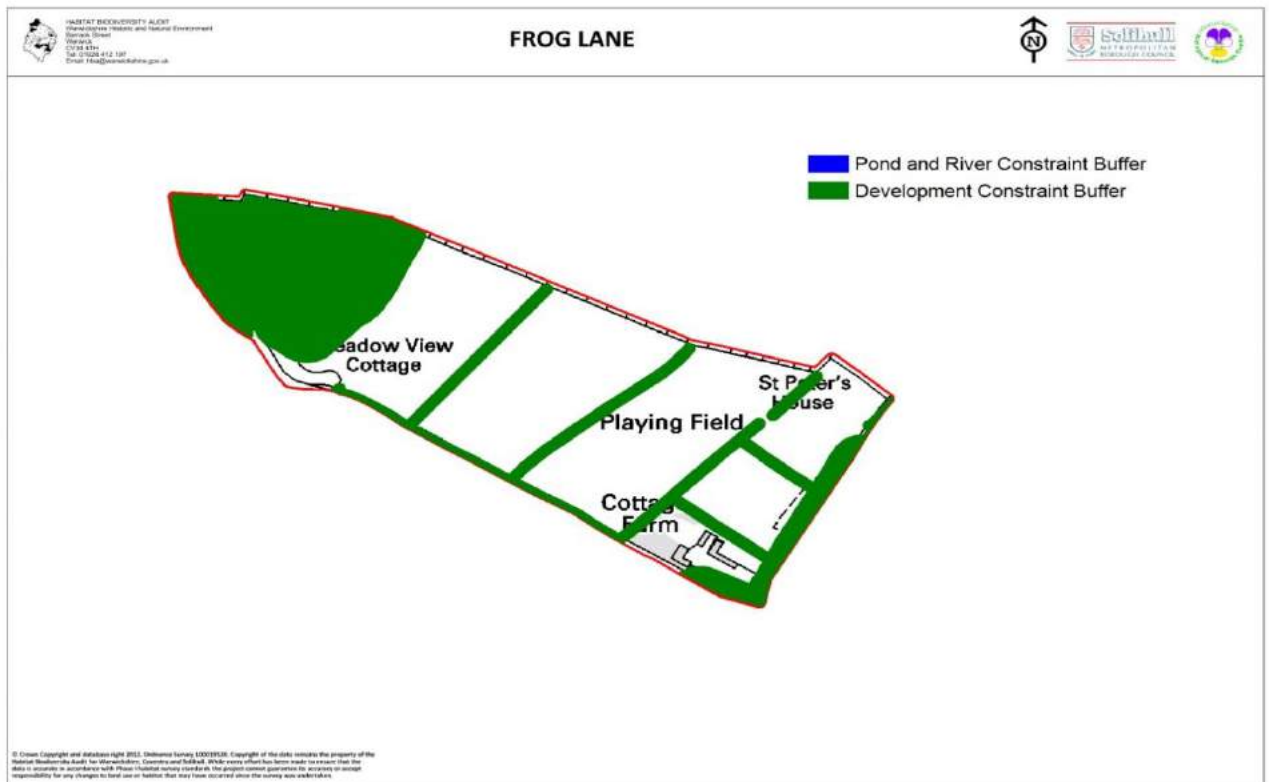


Figure 8 Frog Lane Balsall Common, Ecological Constraints

Protected species

Protected species information is based on existing records within the Warwickshire Biological Record Centre (WBRC). For this report EU and UK protected species, UK Biodiversity Action Plan, Local Biodiversity Action Plan species and rare and endangered species have been noted where records are held digitally. These records have been used with local knowledge to provide spatial interpretation for each site.

This interpretation is based on data and information available at the time of preparing this report. Please note that lack of records may well indicate that no survey work has yet been undertaken and does not indicate that species are necessarily absent. Protected species may be using the site and surrounding area and appropriate survey work may be required to establish their presence and to inform mitigation measures to ensure that they are not impacted by any proposed works.

Protected Species in Warwickshire (*Warwickshire Wildlife Trust, 2012*)

European Protected Species (EPS) are protected under the Conservation (Natural Habitats &c.) Regulations 1994 found in Warwickshire include:

- All species of bat
- Great crested newt
- Otter
- Dormouse
- White-clawed crayfish
- Other species that are protected under the Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act 1982 relevant to Warwickshire include:
 - Water Vole
 - Barn owl
 - Grass snake
 - Slow worm
 - Common lizard
 - Badger

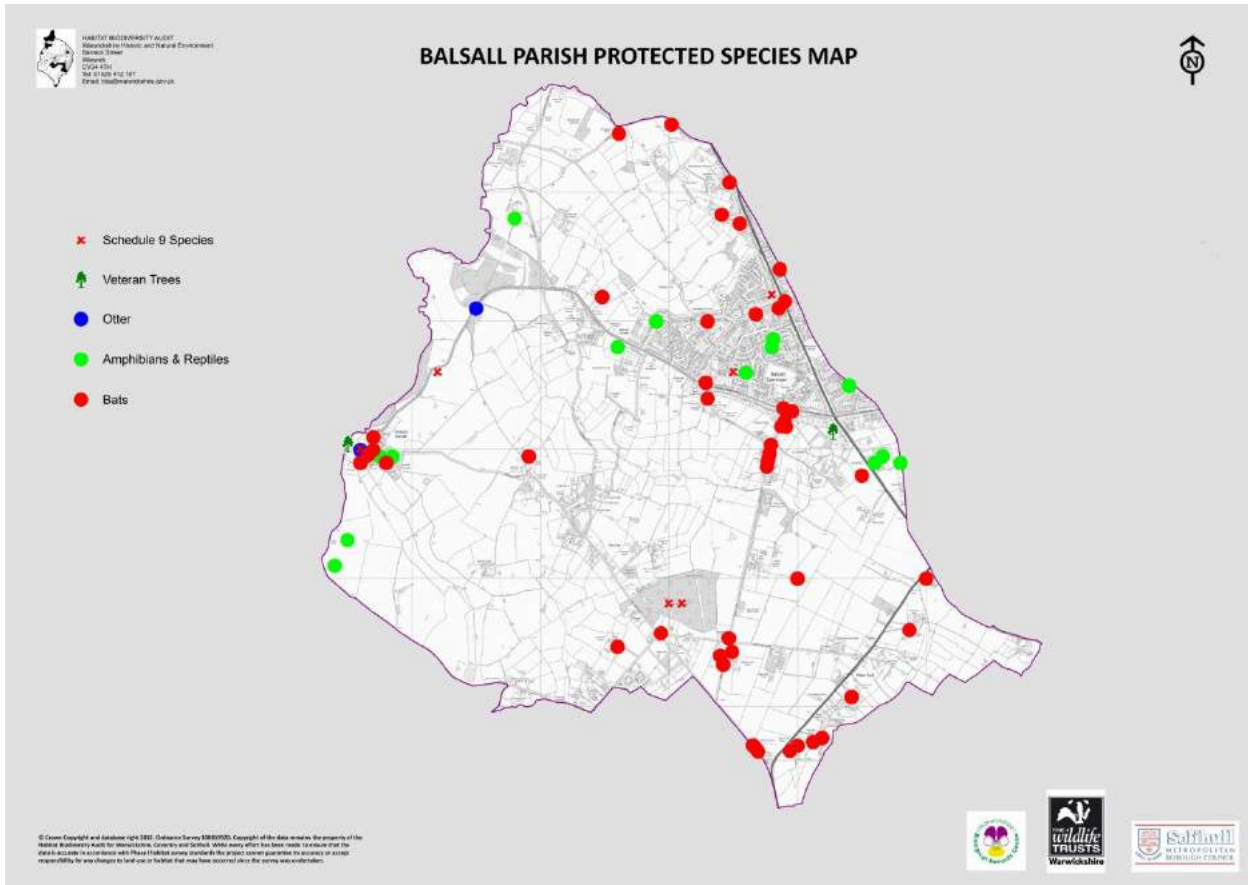


Figure 9 Balsall CP Protected species

Warwickshire, Coventry and Solihull Local Biodiversity Action Plan (LBAP)

The Warwickshire, Coventry and Solihull Local Biodiversity Action Plan (LBAP) provide a local response to the UK Government’s National Action Plans for threatened habitats and species. The LBAP contributes to national targets wherever these are relevant to the Warwickshire sub-region but also sets local targets. The LBAP action plans for all local habitats can be found on the Warwickshire Wildlife Trust site:

<http://www.warwickshirewildlifetrust.org.uk/LBAP>

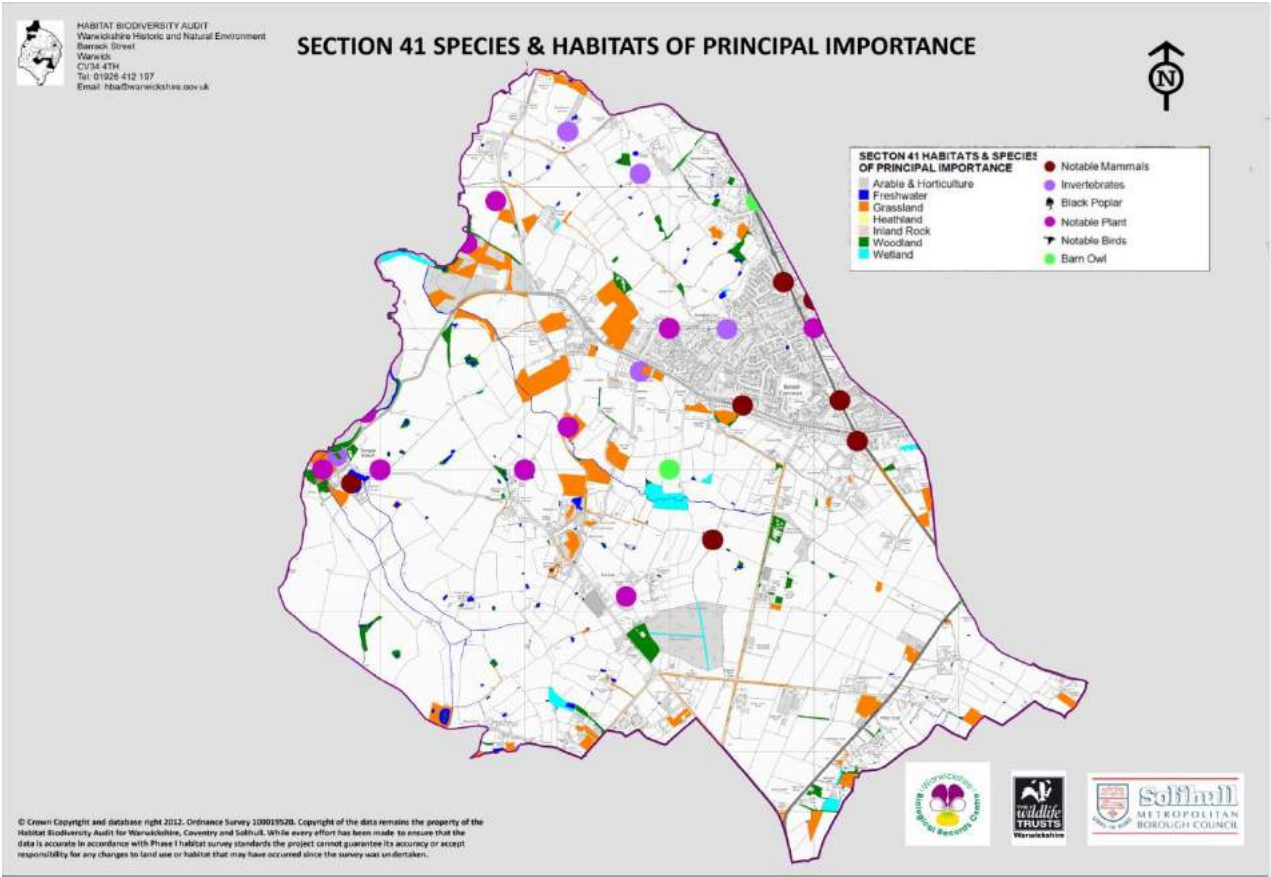


Figure 10 Balsall CP Section 41 species

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Appendix 11a: Consultees List

Balsall Parish Neighbourhood Development Plan (Draft)
Neighbourhood Planning (General) Planning Regulations 2012 (as amended)
Regulation 14 - Consultation and Publicity

Consultees – Statutory Requirements

The statutory requirements for pre-submission consultation are to:
Consult any consultation body referred to in paragraph 2 of Schedule 1 of the Neighbourhood Planning (General) Regulations 2012 whose interests the qualifying body considers may be affected by the proposal for a Neighbourhood development plan.

The bodies consulted as per paragraph 1 of schedule 1 are listed below.

| | Consultation Body | Name |
|---|---|--|
| b | A LPA, County Council or Parish Council any part of whose area is in or adjoins the area of the LPA | Birmingham City Council Coventry City Council Warwick District Council Warwickshire County Council North Warwickshire Borough Council Stratford-on-Avon District Council Bromsgrove District Council Worcestershire District Council Castle Bromwich Parish Council Fordbridge Town Council Berkswell Parish Council Chelmsley Wood Town Council Meriden Parish Council Barston Parish Council Bickenhill & Marston Green Parish Council Hampton-in-Arden Parish Council Kingshurst Parish Council Smiths Wood Parish Council Hockley Heath Parish Council Cheswick Green Parish Council Dickens Heath Parish Council Tidbury Green Parish Council Chadwick End Parish Council Baddersley Clinton Parish Council Lapworth Parish Council Beausale, Haseley, Honiley & Wroxall Parish Council Kenilworth Town Council Stoneleigh & Ashow Parish Council Coleshill Town Council Fillongley Parish Council Great and Little Packington Parish Council Water Orton Parish Council Wythall Parish Council Tanworth-in-Arden Parish Council Allesley Parish Council Burton Green Parish Council |
| c | The Coal Authority | |
| d | The Homes and Communities Agency | |
| e | Natural England | |
| f | The Environment Agency | |
| g | Historic England | |

| | | |
|---------|--|---|
| h | Network Rail | |
| i ia | A strategic highways company any part of whose area is in or adjoins the neighbourhood area Where the secretary of state is the highway authority for any road in the area of a local planning authority any part of whose area is in or adjoins the neighbourhood area, the Secretary of State for Transport | Highways England |
| k | Any person- i to whom the electronic communications code applies by virtue of a direction given under section 106(3) of the Communications Act 2003 (example telecommunications providers/broadband/radio communications); and ii who owns or controls electronic communications apparatus situated in any part of the area of the LPA | WM Police or PCCWM WM Fire Service Ambulance Service |
| l | Where it exercises functions in any part of the neighbourhood area – i) A clinical commissioning group established under Section 14D of the National Health Service act 2006; ia) The national Health Service Commissioning Board; ii) A person to whom a licence has been granted under section 6(1)(b) and (c) of the Electricity Act 198; iii) A person to whom a license has been granted under section 7(2) of the Gas Act 1986; iv) A sewerage undertaker; and v) A water undertaker | Western Power Distribution National Grid PC British Gas Transco National Grid PC Severn Trent Water Severn Trent Water |

| | | |
|---|---|--|
| m | Voluntary bodies some or all of whose activities benefit all or part of the neighbourhood area | Focus group invitees not already listed: Balsall Common Run Club Berkswell & Balsall Common Tennis Club Berkswell & Balsall Common Hockey Club Balsall Common Snooker Club Berkswell Cricket Club Berkswell & Balsall Common Sports and Community Assoc. Berkswell & Balsall RFC Friends of Willow Park Balsall Writers Warwickshire Water Colourists Centre Stage U3A Swing Division Brownies Little Angels Castle Gymnastics U3A Balsall Common Village Residents Association Women's Institute Balsall Common Lions Club The Jubilee Project The Village Hall The Lant Charity Lily Mae Foundation |
| o | Bodies which represent the interests of different religious groups in the neighbourhood area | St Peters St Marys |
| p | Bodies which represent the interests of persons carrying out business in the neighbourhood area | Balsall Common Business Group |

Other Consultees

| | Consultation Body | Name |
|----|--------------------------------|-----------------------|
| r | | Birmingham Airport |
| s | Elected Ward Member Meriden | Councillor Allsopp |
| t | Elected Ward Member Meriden | Councillor Bell |
| u | Elected Ward Member Meriden | Councillor Diccio |
| v | Elected Ward Member Bickenhill | Councillor Rolf |
| w | Elected Ward Member Bickenhill | Councillor Ryan |
| x | Elected Ward Member Bickenhill | Councillor Sleigh |
| y | Elected Ward Member Knowle | Councillor Holl-Allen |
| z | Elected Ward Member Knowle | Councillor Potts |
| aa | Elected Ward Member Knowle | Councillor Rebeiro |



Balsall Parish Neighbourhood Development Plan (Draft)

Regulation 14 - Consultation and Publicity

Dear Consultee,

Notice is hereby given that Balsall Parish Council as the Qualifying Body has prepared a neighbourhood development plan entitled the 'Balsall Parish Neighbourhood Development Plan' for their parish with the help of the local community and hereby formally publish its Pre-Submission Draft Plan for public consultation.

The Plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications within the neighbourhood area. In accordance with Regulation 14 of Part 5 of The Neighbourhood Planning (General) Regulations 2012 (as amended), the Parish Council must now publicise the Pre-Submission Draft Plan for a minimum 6-week period inviting feedback from organisations and residents.

A copy of the Pre-Submission Draft Plan and supporting documentation are available on the Parish Council's website - balsallparishcouncil.gov.uk. A hard copy of the plan will be available to view in the Balsall Common Library and on request, at the Parish Council office.

The consultation starts on Monday, 10 December 2018. Representations on the Pre- Submission Draft Plan may be made to the Parish Council by no later than 5pm on Friday, 25 January 2019.

You are encouraged to submit your representations electronically. Please include your full name, address and postcode with your submission. This can be done using the Parish Council email:

balsallndp@gmail.com.

All representations received will be collated and will inform possible future modifications to the Plan prior to submission to the Local Planning Authority, Solihull Metropolitan Borough Council.

Appendix 11 b Response Matrix

Balsall Parish Neighbourhood Development Plan

Regulation 14 Consultation Responses

45 Resident, agent and developer responses

12 Statutory Consultees

2 Interest bodies

| Response number | Consultee name address ref. no. | Page No. | Para No. | Section | Comment | Support Objection or Comment | Balsall Parish NDP comment |
|-----------------|---------------------------------|----------|----------|-----------------------------|--|------------------------------|--|
| 1 | Resident | 8 | 1.20 | Introduction and background | Allocations based on the draft SMBC Plan; possible inference here and at later stages of accepting the site at Frog Lane as acceptable. This is contrary to the aspiration of Balsall Street being a boundary (western or southern) to the village. It also sets a precedent for further development – e.g. Oakes Farm? | Comment | Policy H 1 amended, policy H3 deleted and para 1.20 reworded to ensure clarity. |
| 1 | Resident | 22 | 4.12 | Character Appraisal | Para 4.12 states that zones A&M are farthest from the village centre. This suggests that sites 4/5/6 being suitable for residential is nonsensical. These sites would be better allocated for commercial purposes – whether for hotel use (Balsall Common is 7 miles from the airport and would suit the tourism strategy) or for other forms of job creation e.g. offices for local workers. If agreed for residential, there could be a danger of a “new” centre emerging. Character appraisal agreed. | Objection Support | Sites 4/5/6 are Solihull Local Plan housing site allocations and therefore outside the policy remit of the neighbourhood plan. |
| 1 | Resident | 24 | 5.1 | Vision | Do not agree. There is an urgent need for MORE parking in the village centre in order to assist local businesses. Radical suggestion later. | Objection | Noted |
| 1 | Resident | 25 | 5.9 | Aspirations | Transport links - what improvements? | Comment | Noted |
| 1 | Resident | 25 | 5.12 | Aspirations | No fundamental change? There is a radical proposal later | Comment | Noted |
| 1 | Resident | 25 | 5.13 | Aspirations | Shared space concept not costed. Concept has failed | Objection | Noted |

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| | | | | | in other places. Where would the funds come from? | | |
| 1 | Resident | 26 | 5.14 | Aspirations | “Maintain the centre” – there have been major changes of use of premises recently. The former HSBC was purchased for a company involved with property development – has the PC made contact in order to explore whether they have any proposals? If they have none, then a shop premises has been lost. There are also three more open to change. There is a radical solution – get SMBC support to buy out Hazel Place (old Partco), demolish and have a two storey car park built, funded as part of the Inset Study, and/or with funds from CIL money. The major lesson is that Solihull will require the expansion of Balsall Common as part of their plan, seeking a delay until 2026 is naïve at best and misleading at worst. I agree that a strategic review is required, but SMBC would not consider such support in the face of a requirement to delay development until 2026. All aspirations need to be seen against the background of real financial support from SMBC and /or the private sector. | Comment | Noted. Aspiration amended to “the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils” |
| 1 | Resident | 27 | 6.1 | Strategy | Future housing strategy acceptable, but urgent need for social infrastructure. | Support | Noted |
| 1 | Resident | 27 | H 1 | Policy | Do not support - there is an inference here to support Frog Lane which is outside the Built up Boundary (BUB). If B4101 is thought to be a defensible boundary, then reject Frog Lane or face the possibility that Oakes Farm and neighbouring land could also be subject to development (known to be subject of an option). Sites 4/5/6 are way outside the BUB. However they would be better used for employment / tourism uses. | Objection | Built up Area Boundary amended. |
| 1 | Resident | 32 | H 2 | Policy | Do not support – see above possible precedent being set. Keep Holly Lane as playing fields – extend if necessary. Windmill Lane sites are already lost – extract some CIL if possible. Repeat suggestion of uses of sites 4/5/6. | Objection | Built up Area Boundary amended to exclude Solihull Local Plan proposed housing site allocations. |
| 1 | Resident | 33 | H 3 | Policy | No! This policy infers that current SMBC sites nominated will be supported. This policy is | Objection | Policy H 3 deleted |

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| | | | | | misleading. The figure of 1050 relates to a major development in the adjacent parish and is therefore not relevant here | | |
| 1 | Resident | 34 | CA 01 | Aspiration | The aspiration of no development before 2026 is naïve at best and misleading at worst. Solihull will decide where and when. The best that the Parish can do is to make clear that any volume of houses MUST have capacity for schooling – see below | Objection | Noted. Aspiration amended. |
| 1 | Resident | 35 | H 4 | Policy | Sites 4/5/6, supposedly brownfield – how can a horse stud be brown field in the proper sense of the word? The land is not contaminated with toxic chemicals. These sites better for non-residential. There are better sites within the boundary, especially when the main proposal provides space for a new primary school – which is the major strategic imperative for Balsall Common. | Objection | Sites 4/5/6 are Solihull Local Plan housing site allocations and therefore outside the policy remit of the neighbourhood plan. |
| 1 | Resident | 37 | H 5 | Policy | Agreed, but density should be a major review. | Support | Noted |
| 1 | Resident | 38 | H 6 | Policy | Agreed | Support | Noted |
| 1 | Resident | 39 | H 7 | Policy | Agreed | Support | Noted |
| 1 | Resident | 41 | H 8 | Policy | Agreed – accommodation for carers a good idea | Support | Noted |
| 1 | Resident | 43 | H 9 | Policy | Agreed – but maintenance of such routes is essential – perhaps by the Parish precept? | Support | Noted |
| 1 | Resident | 45 | BE 1 | Policy | Conversion agreed. | Support | Noted |
| 1 | Resident | 47 | BE 2 | Policy | Replacement welcome but a) is too restrictive, suggest 50%. | Support | Noted |
| 1 | Resident | 49 | BE 3 | Policy | Agreed but avoid repetitive style (Stalinist!). No 3 storey houses, apartments no higher than 3 storey. Lots of trees in the street scene. | Support | Noted |
| 1 | Resident | 52 | BE 4 | Policy | Agreed lots of trees in street scene. | Support | Noted |
| 1 | Resident | 55 | BE 5 | Policy | Agreed, but height limits as set out above. | Support | Noted |
| 1 | Resident | 57 | BE 6 | Policy | Agreed but on rare occasions modest development could fund improvements in this sector. | Support | Noted |
| 1 | Resident | 60 | BE 7 | Policy | Agreed | Support | Noted |
| 1 | Resident | 61 | BE 8 | Policy | Agreed | Support | Noted |
| 1 | Resident | 64 | CA 02 | Aspiration | Not agreed. “Shared space” has worked in some places and failed in others. Before presenting this as a firm policy, some serious costings should have taken | Objection | Aspiration amended to “the review of this and viable alternatives should |

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| | | | | | <p>place. Raising expectations is not a good way forward.</p> <p>Agreed that speeding is an issue, some years ago the PC sponsored a system of cameras manned by volunteers.</p> <p>Option 1 – extend the library carpark – approach local residents to see how much rear garden could be acquired/ may need to reorganise existing layout if extended.</p> <p>Option 2 – approach SMBC to acquire Hazel Place (old Partco), demolish and erect a multi-storey carpark – say two floors. Allocate the top floor to local businesses for visitors and staff. Could be funded from CIL money.</p> <p>Interesting traffic figures quoted, how many passing through stopped to use the shops?</p> | | be led by SMBC through consultation with Balsall and Berkswell Parish Councils”. |
| 1 | Resident | 67 | CA 03 | Aspiration | By-pass supported. | Support | Noted |
| 1 | Resident | 69 | BE 9 | Policy | Standards agreed. | Support | Noted |
| 1 | Resident | 71 | BE 10 | Policy | Agreed. Sometimes small ponds for wild life and children feeding ducks can add to larger developments | Support | Noted |
| 1 | Resident | 73 | ECON | Strategy | Economy strategic objective – agreed – see parking option 2 above. | Support | Noted |
| 1 | Resident | 73 | ECON 1 | Policy | Broadband – agreed. | Support | Noted |
| 1 | Resident | 75 | CA 04 | Aspiration | Agreed | Support | Noted |
| 1 | Resident | 76 | ECON 2 | Policy | Agreed | Support | Noted |
| 1 | Resident | 77 | ECON 3 | Policy | Not agreed. Where could such buildings be accommodated? Sites 4/5/6 could provide solution here. | Objection | Policy amended to include proposals outside of Balsall Common (Balsall parish) village centre. |
| 1 | Resident | 78 | ECON 4 | Policy | Rural tourism – agreed. Balsall Common is close to airport & NEC, both drive visitors. Sites 4/5/6 could meet this requirements. | Support | Noted Sites 4/5/6 are Solihull Local Plan housing site allocations and therefore outside the policy remit of the neighbourhood plan. |

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| 1 | Resident | 80 | COM 1 | Policy | Agreed but at what cost and where? Some such facilities could come from commercial developments, not necessarily on the same site. Also CIL money may help | Support | Noted |
| 1 | Resident | 81 | CA 05 | Aspiration | Retain Holly Lane for sports, perhaps expand? – This would remove Frog Lane from development. Gyms are often part of hotels – see comments above on sites 4/5/6. | Support | Sites 4/5/6 are Solihull Local Plan housing site allocations and therefore outside the policy remit of the neighbourhood plan. |
| 1 | Resident | 82 | COM 2 | Policy | AT LAST! This is a major priority, existing Primary school over crowded. Offers on both sides of A452 for land for schooling. No brainer. | Support | Noted |
| 1 | Resident | 84 | COM 3 | Policy | Agreed | Support | Noted |
| 1 | Resident | 85 | CA 06 | Aspiration | Agreed | Support | Noted |
| 1 | Resident | 86 | COM 4 | Policy | Agreed | Support | Noted |
| 1 | Resident | 87 | COM 5 | Policy | Agreed | Support | Noted |
| 1 | Resident | 89 | 6.5 | Strategy | Agreed | Support | Noted |
| 1 | Resident | 89 | NE 1 | Policy | Agreed | Support | Noted |
| 1 | Resident | 91 | CA 07 | Aspiration | Agreed | Support | Noted |
| 1 | Resident | 92 | NE 2 | Policy | Agreed | Support | Noted |
| 1 | Resident | 93 | NE 3 | Policy | NOT AGREED. 1. Primary school playing field. If school relocated, HoE School may wish to extend in view of additional housing. Existing school site could be redeveloped for housing. 2. Grange Farm - this site offers space for a new primary school. It needs to be stressed that this is a strategic imperative BEFORE new housing. Therefore it is likely that this site will be selected and developed at an early stage. 3. Content with other sites as they are. | Objection | Noted |
| 1 | Resident | 99 | NE 4 | Policy | Agreed | Support | Noted |
| 1 | Resident | 101 | NE 5 | Policy | NO! To my certain knowledge there have been complaints over 25 years. I was an inveterate complainer! I was assured that over the years the planes would get quieter. I did not believe at the time, but now I do! The airport makes major contribution to | Objection | Policy amended to require robust evidence with planning applications for sites within Noise Preferential Routes. |

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| | | | | | the region as a whole. To set such a policy would not be acceptable to SMBC, therefore they will ignore it. Somewhere in this document (6.5.20) there is mention of 24/7 operation. This is not true and as such is misleading. Developers are aware on airport noise and will make special adaptations in order to sell their product. | | Birmingham Airport is a 24/7 operation. |
| 2 | Resident | 27 | 6.1 | Strategy | I am concerned that there is no reference to Berkswell NDP. This matters to me because, should the Kenilworth Road site be allocated, there will be one set of "principles" for the land in Berkswell parish and another set for "Balsall" parish. In particular, there is no policy to require a green buffer between existing and new development exhibition. | Objection | Policy BE5 amended to apply Design Review Panel to strategic housing sites that extend beyond the boundary of the Neighbourhood Area. |
| 2 | Resident | 27 | H 1 | Policy | There seems to be confusion in terms of the sites allocated by SMBC. Those areas in the vicinity of Wootton Green Lane (numbered 4, 5 and 6 in Figs 6 and 7) are on the brownfield register but are not currently being proposed for housing allocation. As part of the BARRAGE action group, we have and will continue to campaign for brownfield sites to be developed in precedence to greenfield. Indeed the development of the "Kenilworth Road/Windmill Lane" site 3 contravenes a significant number of both SMBC and NPPF policies - the basis for our objection to the development of this site - and we are promoting the development of the brownfield land in the vicinity of Wootton Green Lane AS AN ALTERNATIVE TO, NOT AS WELL AS THE KENILWORTH ROAD/WINDMILL LANE SITE. I therefore disagree with policy H.1, whereby support is given to the development of ALL the sites identified in Figs 6 and 7. I would suggest, given that over 222 residents objected to proposed allocation site 3 (Kenilworth Road) and 140 objected to proposed allocation site 2 (Frog Lane) in the last consultation by SMBC, there is NOT community support for this policy. As such, I also disagree with the line drawn to demark the "built up area" and would | Objection | Strategic housing sites 4/5/6 are Solihull Local Plan housing site allocations and therefore outside the policy remit of the neighbourhood plan. Policy H1 reworded and policy H3 deleted for clarity. Built up Area Boundary |

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| | | | | | hope that the Parish Council would be doing everything possible to prevent the development of greenbelt, greenfield sites when there are several brownfield sites in the BC area (including near Lavender Hall farm and Pheasant Oak farm - accepting that these are in Berkswell parish). | | amended to exclude SLP housing site allocations proposed. |
| 2 | Resident | 33 | H 3 | Policy | H3 - please note that 1050 housing units are being proposed for BC in its entirety, not Balsall parish. | Objection | Noted Policy H 3 deleted. |
| 2 | Resident | 101 | NE 5 | Policy | I do not agree with policy NE 5 whereby proposals will be resisted where under the flight path. There are measures which can be taken to mitigate for aircraft noise and pollution, an issue which will become less significant as aircraft engine design improves. | Objection | Policy amended to require robust evidence with planning applications. |
| 2 | Resident | 52 | BE 4 | Policy | Further to my email below, and subsequent to the issuing by SMBC of the latest draft of the Local Plan, I would ask you to consider the additional comments in respect of the Balsall NDP. These are driven in part by the level of housing now being proposed for Balsall Common and also scrutiny of the Concept Plans, in particular the area known to me best - the Kenilworth Road/Windmill Lane site. Clearly the need for an NDP has never been drawn into such sharp focus in protecting the interests of existing residents whilst accommodating the new. My concerns relate to the density of new housing being proposed and to the inclusion of a "green buffer" between existing and new dwellings. Re the "green buffer", please see my comment below (no. 3). On reflection, I believe this needs to be quantified. A "green buffer" could be anything from a wide strip to a small hedge. Having re-read Berkswell's NDP, could I draw your attention to Policy B1, section 2, item j) which states: "Quality open space should be placed between existing homes and new development to retain the green character of the parish and to support community integration through joint use by existing and new occupiers. Where such provision of open | Comment | Noted A 30m threshold is considered onerous and would introduce a significant policy change to the draft plan. For this reason and that it is not advisable to take policy drawn from another plan that has not gone through an examination process, no change will be made. |

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| | | | | <p>space is not possible due to site constraints, a minimum distance of 30m should be provided between existing and new buildings in large developments to protect the privacy and amenity of residents and to support a lower density pattern of development"</p> <p>Please could you consider including something similar within Balsall NDP which could not be left open to interpretation? This will protect residents impacted by both sites 2 and 3.</p> <p>Re density, this concern is very real as, looking at the concept plans for all 3 of the original sites in BC the ONLY parcel of land adjoining existing dwellings which has been identified as having medium as opposed to low density housing are the two parcels adjacent to mine and my two neighbours properties! (Please note the current density of our properties is actually less than 30% and that does not take account of the drive or courtyard). I recognise that policy BE3 addresses both density and "harm", but question again whether this is specific enough or too open to interpretation (by developers). The words "being commensurate with a viable scheme" trouble me, as it gives developers a "get out of jail" card. I wonder if something along the lines "Wherever new development is proposed adjacent to existing properties, the density within the designated parcel must not exceed 30%". Again, this provides a level of objectivity.</p> <p>Based on the experience of Elysian gardens, where I believe 40% was the required density - but then a large section was designated to the newts with no reduction to the housing numbers, hence considerably increasing the density on the "net developable area" - I also think it is important to specify that this density is based on the NET developable area and not the GROSS.</p> <p>I hope this is helpful and would be interested to know</p> | | <p>Noted Policy BE 4 b) is considered appropriate to ensure development densities respond to local character. In addition, the Character Assessment will be appended to the submission version of the Plan.</p> <p>Viability is a material planning consideration for the Local Planning Authority when considering development proposals.</p> <p>Plan representations and NDP responses form part of the next consultation stage under Regulation</p> |
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| | | | | | how the comments received and associated discussion are to be communicated out to the public? | | 16 and so will be available to the public. |
| 2 | Resident | | | | <p>Having reflected yet further on how critical an NDP will be to protect the interests of residents, could I please ask the committee to consider including a policy which mitigates for the noise and vibrations generated by conventional "hammer pile-driving".</p> <p>I'm sure all the committee will remember the noise from the construction of Elysian gardens and the prospect of using "vibration" pile-driving for an additional 200+ homes on site 3, and indeed anywhere where there are ground constraints in the parish, is a truly horrifying prospect. The impact will be felt by residents across the village, many of whom work from home, as well as schools and businesses. I am no expert in this field, but understand there to be alternatives, such as "corkscrew" pile-driving and/or using a hydraulically driven hammer. Both these avoid the vibrations caused by conventional pile-driving, which not only leads to noise issues but, as a resident adjacent to Elysian Gardens, the truly horrendous experience of feeling your property being shaken with each pile being driven in.</p> <p>Ideally, I believe there should be a policy banning any development where there is no alternative but to use piles. As we now know, there are plenty of options in terms of where SMBC are considering building in our village.</p> <p>If this cannot be supported, for whatever reason, then conventional hammer pile-driving should be banned and developers would have to look for other alternatives which would not disrupt the existing community. The economics for the developer should not be a factor as this would be reflected in the land price.</p> <p>I trust that the committee will be able to craft an appropriate policy to address this issue in the interests of the whole parish.</p> | Comment | Building and construction methods are not a planning issue and therefore not controllable with an NDP. |

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| | | | | | May I also apologise in advance that, unfortunately, I will not be able to attend the NDP committee meeting in February but I hope that there has been a constructive response to this consultation. | | |
| 2 | Resident | | | | <p>Apologies for sending this beyond the end of the consultation deadline, but I would like to draw attention to two errors in my email dated 30th January relating to housing density.</p> <p>1) The measurement for housing density is defined as dwellings per hectare (dph) and not %ages. SMBC define low density as 30dph and medium density as 40dph. For my own property and my two neighbours, the dph is 19, which reduces to 11.5 if the courtyard and drive are included. As such, can I propose that a policy be included along the following lines: "Wherever new development is proposed adjacent to existing properties, the density within the designated parcel must not exceed 30dph".</p> <p>2) Secondly, due to SMBCs unclear colouring, I now realise that the Frog Lane proposed density is medium across the entire site. As such, the above policy would probably offer some protection for those residents whose properties abound this site as well. In the case of site 2, this policy would reduce the overall number of housing units. In the case of site 3, there are sufficient parcels of land classed as low density, which are not adjacent to existing properties, such that the overall number of units could be preserved.</p> <p>Given the number of housing units to be delivered through the brownfield sites, the reduced number on site 2 pales into insignificance.</p> | | Noted Policy BE 4 b) is considered appropriate to ensure development densities respond to local character. In addition, the Character Assessment will be appended to the submission version of the Plan. |
| 3 | Resident | 89 | 6.5 | Strategy | We support all efforts to retain the rural nature of Balsall Common. | Support | Noted |
| 6 | Resident | 89 | 6.5 | Strategy | I write to inform you that I wish to add my support to the policies to protect the rural nature of our village and surrounding countryside as set out in the Balsall Parish Neighbourhood Development Plan. | Support | Noted |

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| 4 | Resident | 89 | 6.5 | Strategy | I would like to add my support to the policies to protect the rural nature of our village and surrounding countryside in the Balsall Parish Neighbourhood Development Plan. | Support | Noted |
| 5 | Resident Berkswell parish | 57 | BE 6 | Policy | <p>I would like to urge that the Plan refer to protecting the land surrounding the Berkswell Windmill, Windmill Lane, Balsall Common. Currently, the Plan is silent on this aspect.</p> <p>The Windmill is our iconic historical landmark, located in Balsall Common. Government guidance states that developments should not take place within the vicinity of historical monuments - the windmill is such a landmark!</p> <p>Indeed, the Windmill is a village, Borough-wise, regional, national and international monument. The International Society of Moliners (ISA - Windmills and Millers) members from many countries around the world visited the Berkswell Windmill and have confirmed its important significance.</p> <p>Much restoration of the Mill has taken place and scientific research and evidence indicates that large scale development (such as SMBC's current 'Site 3' proposals) will impede the wind flow and the sails will not turn!</p> <p>The Mill was built in 1826 but records from the 1700s demonstrate that a Mill has been on this site for many, many centuries. The Mill is the most complete in the UK, in terms of original machinery, cogs and wheels</p> <p>The Friends of the Berkswell Windmill urge that the Balsall Common NDP includes a section on the protection of this iconic windmill.</p> <p>We cannot support the BC NDP as it currently stands but would support it with amendments. We look forward to seeing the revised NDP for final comment.</p> | Comment | <p>Explanation to Policy BE6 to include heritage assets affected (including their setting) adjacent to the Neighbourhood Area.</p> <p>The Plan will be revised and submitted to SMBC. Plan representations and NDP responses form part of the next consultation stage under Regulation 16 and so will be available to the public.</p> |
| SC1 | Historic England (Peter Boland | 19, 45 and 52 | Character Assessment | and full document | <p>Thank you for the invitation to comment on the Regulation 14 Neighbourhood Plan.</p> <p>Historic England is supportive of both the content of the document and the vision and objectives set out in</p> | Support | <p>Policy BE1 amended, new bullet point added: g) Redevelopment, alteration or extension of</p> |

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| | Historic Places Advisor) | | BE 1 BE 4 | <p>it.</p> <p>We are pleased to note that the Plan evidence base is well informed by reference to the Warwickshire Historic Environment Record and includes extensive analysis of the historic landscape of Balsall Parish. Very commendably this includes a bespoke Character Appraisal defining individual character zones in order to better define local distinctiveness. All of this provides a context and a sound evidence base for well thought out Plan policies.</p> <p>The emphasis in the Plan policies on the conservation of local distinctiveness through good design including Design Review and the protection of heritage assets, archaeological remains, local green space and important views, along with landscape character is to be applauded.</p> <p>We do have some minor comments that you may wish to consider as a way of strengthening some policies. In relation to Policy BE.1: Conversion of Rural Buildings, whilst we support the conversion to beneficial uses, including employment uses, of redundant historic buildings we are concerned to ensure that this is done in a sensitive manner. In our view the Policy currently does not provide sufficiently for this and we suggest a new bullet point is added into the Policy stating:</p> <p><i>“Redevelopment, alteration or extension of historic farmsteads and agricultural buildings within the Parish should be sensitive to their distinctive character, materials and form”.</i></p> <p>We also feel that Policy BE.4: Responding to Local Character would be strengthened by explicitly requiring developers when considering their proposals to have regard to the Parish Character Appraisal. This could be achieved by adding into the first sentence of the Policy:</p> | | <p>historic farmsteads and agricultural buildings within the parish should be sensitive to their distinctive character, material and form.</p> <p>Policy BE4 amended: “including through making full use of the appendix ‘Character Assessment’ and its detailed findings”</p> <p>Character Assessment added to the plan as an appendix.</p> |
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| | | | | | <p>All development proposals must demonstrate how local character has been taken into account <i>including through making full use of the Parish Character Appraisal and its detailed findings</i> during the conception and evolution of a design in accordance with the following principles:</p> <p>In conclusion, the plan reads overall as a well written, well-considered and fit for purpose document. We consider that an exemplary approach is taken to the historic environment of the Parish and that the Plan constitutes a very good example of community led planning.</p> | | |
| O1 | Warwicks hire Wildlife Trust (Dr Deborah Wright – Hedgehog Officer) | 99 | NE 4 | Policy | <p>I work at Brandon Marsh as Senior Hedgehog Officer for Warwickshire Wildlife Trust. After becoming aware of your designated Neighbourhood Area, I am keen to include hedgehogs in the Neighbourhood Plan. The current draft of the Solihull Local Plan outlines the “need to address the decline in biodiversity and fragmentation of habitats locally and to enhance and restore the Borough’s green infrastructure”. The following paragraph would align well with this regarding connectivity of green space and would hopefully help to conserve the species (and benefit other species) in the area.</p> <p>“The Neighbourhood Area is situated within a Hedgehog Improvement Area and sightings of hedgehogs have been reported in Balsall. Development plans will be supported when features to help the species are incorporated into new developments. Boundaries and barriers should be made permeable, for example through the use of fence panels with 13x13cm hedgehog holes at the base. Connectivity and shelter for ground-dwelling wildlife should be encouraged in the Neighbourhood Area, through features such as native species hedgerows and grassy margins.</p> | Comment | Proposed paragraph included as amendment to Policy NE4. |

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| | | | | | Hedgehogs have much declined in recent years and are now a priority concern for nature conservation as defined in the Warwickshire, Coventry and Solihull Local Biodiversity Action Plan. The Wildlife Trust and British Hedgehog Preservation Society have designated 'Hedgehog Improvement Areas' to help conserve this iconic species. The local community values the presence of hedgehogs and other wildlife within the neighbourhood and is keen to ensure that they are protected." | | |
| 7 | Resident | | | Full Document | I have read fully the plan and would agree with stated aims and proposals. Particularly no changes to the current greenbelt boundaries, and preservation of green spaces. | Support | Noted |
| 8 | Resident Berkswell parish | 85 | CA 06 | Aspiration | I would like to add a several more items for your consideration. Which are firstly to negotiate a bus route which will take in the Balsall Common surgery and station. This perhaps would alleviate the parking in Station road. Also accommodate elderly people who on having caught a bus into the village have to walk from the centre of the village to the surgery. Thirdly, living on Windmill Lane anyone wishing to catch the 87 bus at Kelsey Lane is taking their life in their hands walking to the bus stop. Especially as the amount of traffic flow has increased considerably. It now being used as a rat run by commuters, therefore a footpath would be desirable. | Support | Aspiration CA 06 amended with more specific improvement suggestions. |
| 8 | Resident Berkswell parish | 64 | CA 02 | Aspiration | Secondly is it possible to approach whoever is in charge of the station car park to build a multi storey there. I understand it would incur considerable expense but would be much better for access in Station road. It seems a sensible idea as the population of Balsall Common is increasing considerably and people are commuting both to Birmingham and London from the station. I also believe it would help to eliminate car crime which I understand is a problem. | Comment | Station is in Berkswell parish. |

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| 9 | Resident Berkswell parish | | | Full Document | Support for Draft Neighbourhood Development Plan | Support | Noted |
| 10 | Resident | 64 | CA 02 | Aspiration | At present there are approximately 45 parking spaces (including disabled spaces) on Station Road between Meeting House Lane and the A452 Roundabout. There is a proposal to create a “shared space concept” and relocate the parking to the centre of the road instead of both sides as currently exists. The present proposal needs to provide further detail before being approved; I am particularly concerned at the potential loss of parking spaces. At present we do not know how many parking spaces will be provided in the central area, an educated guess would probably be in the region of 20 spaces, if this is the case then the proposal should be deferred until the lost parking spaces have been created elsewhere in the centre of the village. Parking is already in great demand in the centre of the village so any loss of spaces needs to be avoided. | Objection | Noted Aspiration amended to “the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils”. |
| SC2 | Elaine Ring Strategic Catchment Planner Severn Trent | | | Full Document | Thank you for giving Severn Trent Water the opportunity to comment on your consultation. We currently have no specific comments to make, however we have set out some general information and advice below. Position Statement As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments. Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may | Support | Noted Noted |

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| | | | | <p>be an issue we would discuss in further detail with the Local Planning Authority. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a development will go ahead. We do this to avoid making investments on speculative developments to minimise customer bills.</p> <p>Sewage Strategy Once detailed plans are available and we have modelled the additional capacity, in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity. We will ensure that our assets have no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works.</p> <p>Surface Water and Sewer Flooding We expect surface water to be managed in line with the Government's Water Strategy, Future Water. The strategy sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed sustainably. For new developments we would not expect surface water to be conveyed to our foul or combined sewage system and, where practicable, we support the removal of surface water already connected to foul or combined sewer. We believe that greater emphasis needs to be paid to consequences of extreme rainfall. In the past, even outside of the flood plain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers. To encourage developers to consider sustainable drainage, Severn Trent currently offer a 100%</p> | | <p>Noted</p> <p>Noted</p> |
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| | | | | <p>discount on the sewerage infrastructure charge if there is no surface water connection and a 75% discount if there is a surface water connection via a sustainable drainage system. More details can be found on our website https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-andguidance/infrastructure-charges/</p> <p>Water Quality Good quality river water and groundwater is vital for provision of good quality drinking water. We work closely with the Environment Agency and local farmers to ensure that water quality of supplies are not impacted by our or others operations. The Environment Agency's Source Protection Zone (SPZ) and Safe Guarding Zone policy should provide guidance on development. Any proposals should take into account the principles of the Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.</p> <p>Water Supply When specific detail of planned development location and sizes are available a site specific assessment of the capacity of our water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts. We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands.</p> <p>Water Efficiency Part G of Building Regulations specify that new homes must consume no more than 125 litres of water per</p> | | <p>Noted</p> <p>Noted</p> <p>Noted</p> |
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| | | | | | <p>person per day. We recommend that you consider taking an approach of installing specifically designed water efficient fittings in all areas of the property rather than focus on the overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations.</p> <p>We recommend that in all cases you consider:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Single flush siphon toilet cistern and those with a flush volume of 4 litres. <input type="checkbox"/> Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute. <input type="checkbox"/> Hand wash basin taps with low flow rates of 4 litres or less. <input type="checkbox"/> Water butts for external use in properties with gardens. <p>To further encourage developers to act sustainably Severn Trent currently offer a 100% discount on the clean water infrastructure charge if properties are built so consumption per person is 110 litres per person per day or less. More details can be found on our website https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-andguidance/infrastructure-charges/ 3</p> <p>We would encourage you to impose the expectation on developers that properties are built to the optional requirement in Building Regulations of 110 litres of water per person per day.</p> | | |
| SC3 | The Coal Authority Melanie Lindsley Development Team Leader | | | Full Document | <p>Thank you for the notification of the 12 December 2018 consulting The Coal Authority on the above NDP.</p> <p>The Coal Authority is a non-departmental public body which works to protect the public and the environment in coal mining areas. Our statutory role in the planning system is to provide advice about new development in the coalfield areas and also protect coal resources from unnecessary sterilisation by encouraging their extraction, where practical, prior to the permanent surface development commencing.</p> | Support | |

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| | | | | | As you will be aware the Neighbourhood Plan area lies within the current defined deep coalfield. However the Neighbourhood Plan area does not contain any surface coal resources or recorded risks from past coal mining activity at shallow depth. Therefore The Coal Authority has no specific comments to make on the Neighbourhood Plan. In the spirit of ensuring efficiency of resources and proportionality it will not be necessary for you to provide The Coal Authority with any future drafts or updates to the emerging Neighbourhood Plan. This letter can be used as evidence for the legal and procedural consultation requirements. The Coal Authority wishes the Neighbourhood Plan team every success with the preparation of the Neighbourhood Plan. | | Noted |
| 11 | Resident | | | Full Document | I have reviewed the plans & support the Balsall Common Neighbourhood development plan. | Support | Noted |
| 12 | Resident | | | Full Document | I fully support the draft Balsall Parish Neighbourhood Development Plan which comprehensively addresses all significant issues having a direct bearing on the quality of life in this important residential area. | Support | Noted |
| 13 | Resident | | | Full Document | I am writing in support of the policies to protect the rural nature of our village and surrounding countryside in the Balsall Parish Neighbourhood Development Plan. All the policies and aspirations in the plan have been derived from evidence collected in surveys, interviews, consultation events and expert advice. | Support | Noted |
| 14 | Resident | 20 | 4.3 | Character Assessment | Zone F characteristics should also include well established mature trees, e.g oaks, there are considerable lengths of green verges/edges to roads/footpaths e.g Station Road/Needlers End Lane together with well set back properties. | Comment | Zone F characteristics amended to include "mature" trees. Character Assessment added to plan as an appendix. |
| 14 | Resident | 24 | 5.1 | Vision | Agree, but feel enhanced accessibility [pathways, cycleways, mobility scooter routes etc] for schools, community or commercial facilities etc, is not clearly identified. | Support | Policy H9 and Policy COM4. |

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| 14 | Resident | 43 | H 9 | Policy | Include mobility scooters explicitly. | Comment | Policy H9 amended to include "mobility scooters". |
| 14 | Resident | 27 | H 1 | Policy | Does the evidence presented at para 6.1.7 conflict with your support of the Frog Lane development? | Comment | Policy H1 amended. Built up Area Boundary amended to exclude Solihull Local Plan proposed housing site allocations. |
| 14 | Resident | 37 | H 5 | Policy | Would like to see this beefed up if possible, for example size of spaces between properties, avoiding overlooking windows of properties and gardens especially if height variations. | Comment | Policy H5 amended to include after the wording at b) "...establishing and retaining appropriate open space between dwellings; and". |
| 14 | Resident | 49 | BE 3 | Policy | Could/should for example, the density of dwellings in a proposed development reflect that of the existing, surrounding area, making your conditions stronger - otherwise there seems an easy let out when you state commensurate with the viability? | Comment | Noted Viability is a material planning consideration for the Local Planning Authority when considering development proposals. In addition, Policy BE 4 b) is considered appropriate to ensure development densities respond to local character. In addition, the Character Assessment will be appended to the submission version of the Plan. |
| 14 | Resident | 60 | BE 7 | Policy | Does your "high energy efficiency buildings" encompass, for example, building layout and window designs to capture solar energy gain? | Comment | Yes, where appropriate. |
| 14 | Resident | 34 | CA 01 | Aspiration | I feel with careful management that some development can occur at the same time as HS2 | Comment | Noted |

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| | | | | | construction and that in turn may allow a more gradual growth of Balsall Common and enhance social cohesion and integration. | | |
| 14 | Resident | 64 | CA 02 | Aspiration | I am supportive of ambitious and joined up plans for the existing, rather sad village centre. I am not convinced your illustrated proposal is the answer. I am not clear on the evidence for this specific suggestion. It reduces parking and requires two separate lanes of traffic to be crossed. So I do support the direction of travel and indeed would look for enhancements to include a wider field than you propose, for example there are retail/business facilities across the other side of Station Road and also along that section of the Kenilworth Road that might be included in a more comprehensive approach to the centre. | Comment | Aspiration amended to "the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils" |
| 14 | Resident | 73 | 6.3 | Strategic Objective | Agree | Support | Noted |
| 14 | Resident | 73 | ECON 1 | Policy | Agree | Support | Noted |
| 14 | Resident | 75 | CA 04 | Policy | Agree | Support | Noted |
| 14 | Resident | 76 | ECON 2 | Policy | Agree | Support | Noted |
| 14 | Resident | 77 | ECON 3 | Policy | Agree | Support | Noted |
| 14 | Resident | 78 | ECON 4 | Policy | Agree | Support | Noted |
| 14 | Resident | 80 | COM 1 | Policy | Agree | Support | Noted |
| 14 | Resident | 81 | CA 05 | Aspiration | Agree | Support | Noted |
| 14 | Resident | 84 | COM 3 | Policy | Agree | Support | Noted |
| 14 | Resident | 86 | COM 4 | Policy | Agree | Support | Noted |
| 14 | Resident | 89 | NE 1 | Policy | Agree | Support | Noted |
| 14 | Resident | 91 | CA 07 | Aspiration | Agree | Support | Noted |
| 14 | Resident | 92 | NE 2 | Policy | Agree | Support | Noted |
| 14 | Resident | 93 | NE 3 | Policy | Agree | Support | Noted |
| 15 | Resident | | | Full Document | The plan is comprehensive and addresses all of the issues raised by the community. I am very supportive of the aims of this development plan and appreciate the huge amount of consultation and consideration that has been required to get to this point. I would like to final proposition to include something more on what | Support | Noted |

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| | | | | | we as a community would like to have as our home in the next ten, twenty or even fifty years and also what our red lines will be for any new plan. It would be nice to feel that at some point in the not too distant future Balsall Common will be “finished” as a building project for a time and will have a chance to re-establish its own clear identity. | | |
| 15 | Resident | 24 | | Vision | <p>I would like to see a clearer vision of the evolution of Balsall Common over the planning horizon – it would seem feasible to consider a 25 year or even 50 year outlook. We have been subject to a series of major infrastructure incursions – each one described as a one off, special and essential. The Meriden Gap and the village seem to be under sustained attack. I was assured for example by Dame Caroline Spellman that HS2 would take no more space than a two lane motorway, but with no mention of the haul route, the viaduct, the hub etc. This has been followed by the airport expansion (not finished yet), 1000 home for Solihull, the A45/A46 link road, the Leamington to Birmingham bus shuttle etc.</p> <p>It is undeniable that the village is at the epicentre of the transport network of England and likely to be impacted by infrastructure projects, but I think we should have a clear picture of the likely shape of our environment in a generation so that we can all make choices about whether this where we wish to grow older, and in the event that we decide the answer is no we might be considered for some form of compensation for a lost way of life. When we moved to BC in 1997 it was a very different place and none of the projects now in hand were mentioned in the local searches.</p> <p>I believe all residents should be given an informed vision of the future. It seems that we are expected to make sacrifices in our environment for the benefit of the borough, the region and the country yet we seem to have no say, no control and no compensation.</p> | Comment | Noted |

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| | | | | | In 1997 Balsall Common was unquestionably a village. I moved here because of that characteristic. It is now moving towards small dormitory town but has not been provided with any additional services or facilities to reflect this change. The plan should present a list of expectations as payback for our sacrifices. | | |
| 15 | Resident | 27 | H 1 | Policy | The evidence states very clearly that there is strong support for Balsall Street / Balsall Street East as the southern defensible boundary for the settlement yet the development of Frog Lane is still accepted as a preferred option. Clearly these positions are odds. I feel that the development of Frog Lane should be ruled out unequivocally. In the even that a bypass is agreed for the village it would seem to be more defensible to take all land within the line of that road as preferred development land. A line that continues to the Aston Martin garage roundabout would seem more realistic and less of a threat to outstanding landscape. | Comment | Policy H1 amended. Built up Area Boundary amended. |
| 15 | Resident | 67 | CA 03 | Aspiration | That said I am not convinced that a bypass would provide any relief to local traffic issues. The planned route would intersect will all the other routes that currently cross Kenilworth road and so is likely to do no more than move the queues. An effective bypass would require flyovers so that through traffic is able to move without interruption. This would be costly if designed to provide minimal environmental impact and ugly if provided at lowest cost. Having worked in an office directly overlooking the intersection of Station Road and Kenilworth Road I am aware that the time of significant traffic are very limited and of short duration. I would also like to understand the impact of a bypass on the location of the commercial centre. It may be that if traffic is drawn to the east of the village then the commercial centre should move that way too. Perhaps a shopping parade opposite the medical | Comment | Noted |

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| | | | | | centre. Clearly this would impact existing businesses. This does not appear to have been considered. | | |
| 15 | Resident | 64 | CA 02 | Aspiration | The shared space idea in the village centre has great merit. However, I am not sure that the planned centre line parking provides any additional capacity. The main cause of safety issues is excess traffic and impatient, inconsiderate driving. The idea of village culture and encouraging good citizenship is not considered in the plan. There is clearly a need for more parking capacity and at least one of the car parks could be considered for the addition of a storey – perhaps underground. This is one project that SBC or WMCA could fund in recognition of our contribution to regional development. | Comment | Aspiration amended to “the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils” |
| 15 | Resident | 93 | NE 3 | Policy | I do not recognise the differentiation between urban and rural areas. None of Balsall Parish area is urban or even suburban. It is a modern village and all parts of the community are close to the county and considered by visitors from Solihull, Birmingham and Coventry as countryside. We should not abandon this identity any time soon. I question the need for green space within the village developments as it is so easy to reach green spaces on the borders e.g. Frog lane. There is clearly a risk that by including green space within any new development the total space drawn in from the green belt is increased. Our need is for very clear and direct accessibility from each development to the excellent local network of footpaths, bridle paths and byways. If these are well maintained, suitable for cyclists and pedestrians and well lit there is not a need for very large space commitments. | Objection | Noted |
| SC4 | Town Planning Team LNW Network Rail 1st Floor | | | Full Document | As you are aware Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change | Comment | Noted |

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| | <p>Square One 4 Travis Street Manchester M1 2NY</p> | | | <p>in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order).</p> <p>The NE corner of the proposal area is close to railway land, therefore:</p> <p>Developments in the neighbourhood area should be notified to Network Rail to ensure that:</p> <p>Access points / rights of way belonging to Network Rail are not impacted by developments within the area.</p> <p>That any proposal does not impact upon the railway infrastructure / Network Rail land e.g.</p> <p>Drainage works / water features</p> <p>Encroachment of land or air-space</p> <p>Excavation works</p> <p>Siting of structures/buildings less than 2m from the Network Rail boundary / Party Wall Act issues</p> <p>Lighting impacting upon train drivers ability to perceive signals</p> <p>Landscaping that could impact upon overhead lines or Network Rail boundary treatments</p> <p>Any piling works</p> <p>Any scaffolding works</p> <p>Any public open spaces and proposals where minors and young children may be likely to use a site which could result in trespass upon the railway (which we would remind the council is a criminal offence under s55 British Transport Commission Act 1949)</p> <p>Any use of crane or plant</p> <p>Any fencing works</p> <p>Any demolition works</p> <p>Any hard standing areas</p> <p>For any proposal adjacent to the railway, Network Rail would request that a developer constructs (at their own expense) a suitable steel palisade trespass proof fence of at least 1.8m in height.</p> <p>All initial proposals and plans should be flagged up to</p> | | |
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| | | | | | the Network Rail Town Planning Team London North Western Route at the following address: | | |
| 16 | Resident | | | Full Document | <p>Please see below a few selected thoughts on the Draft Plan.</p> <p>It is clearly extremely disappointing and frustrating that the two Parish Councils have been unable to find sufficient common ground to develop a plan for the “natural” neighbourhood as a whole. The lack of an overall shared vision for the village of Balsall Common compromises this NDP in many ways, and reflects poorly on both of the Councils.</p> <p>This is further weakened by the lack of a transport infrastructure vision on the part of either SMBC or the Parish Councils as well. The coherence of the overall plan would be substantially improved by a clear identification of the much promised by-pass route – funding has apparently been approved, but no-one seems to have the necessary courage to put it on a map!</p> <p>This would of itself better define the natural boundaries to Balsall Common Village, and so lead to more optimal selection of prospective housing sites than are currently offered for the neighbourhood.</p> <p>There would appear to be substantial housing opportunities to the north of the existing built up area that have been passed over as a result of a lack of a bypass route.</p> | Objection | Noted |
| 16 | Resident | 27 | H 1 | Policy | <p>Due to the lack of shared vision, the only sites that this Balsall NDP offers for housing are peripheral to the village, and its facilities (such as they are).</p> <p>Development of these sites collectively will only serve to increase short distance car journeys in and around Balsall Common, contributing further traffic, congestion, pollution and noise to the environment.</p> <p>An alternative approach might be to concentrate development on a larger single site, and in doing so provide new facilities (primary school, shops and community facilities etc) within it that none of the</p> | | Strategic housing site allocations are outside the policy remit of the neighbourhood plan. Built up Area Boundary amended to exclude Solihull Local Plan proposed housing site allocations. |

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| | | | | | <p>smaller sites currently identified, or their developers will be willing / able to fund or provide by means of CIL or “planning gain”.</p> <p>If we are to provide funds to maintain and improve the environment of Balsall Common, (as one has to assume any gains relating to the proposed Barretts Farm site will be distributed solely within Berkswell parish!) then a similar sized development lying wholly within Balsall parish must regrettably be considered. A review of development potential to the North of the village, primarily serviced by a link road between roughly the Saracens Head and the George in the Tree would surely be worthwhile.</p> <p>The policy which our Council proposes seems to be in direct conflict with the wishes of the community, who have now been consulted several times and clearly expressed their wish by a large majority (para 6.1.3) that the natural boundary of Balsall Common to the South is Balsall Street East. The NDP must therefore clearly state that the development of the Frog Lane site (site 1 per figure 7.) is not acceptable to the parish and its residents.</p> <p>This Policy is the clearest example of the lack of coherent vision for the Balsall Common Village neighbourhood arising from the two NDP approach and lack of infrastructure plan.</p> | | <p>Policy H1 amended and Built up Area Boundary amended to exclude Solihull Local Plan proposed housing site allocations.</p> |
| 16 | Resident | 34 | CA 01 | Aspiration | <p>Whilst I agree with many of the findings that might support the deferred housing proposals in this section, I feel that it misses one crucial point.</p> <p>The rate of decline of businesses in the current village centre is such that it could be argued that unless additional footfall is attracted by the building of additional housing over the next few years then by the time we get to 2026 (or likely later) and the completion of the HS2 construction, there will be no sustainable businesses left in the village centre to make it attractive and worth saving! The proposed 7 year moratorium on new house building would therefore</p> | Comment | <p>Noted Aspiration amended.</p> |

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| | | | | | <p>seem self-defeating, and whilst undoubtedly development of any sites, including Barretts Farm in Berkswell parish would be to a degree compromised by running in parallel with HS2, there would at least be a degree of growth and renewal in the “Village” as a result of incoming families.</p> <p>The CIL arising would also provide an earlier cash flow to support any planned and much needed “civic works” around the village centre.</p> <p>There are clearly links here to how the transport infrastructure is organised to cater for the HS2 build.</p> | | |
| 16 | Resident | 67 | CA 03 | Aspiration | <p>The need for a Balsall Common bypass seems well established in people’s minds; however it is disappointing to note that the only data which is available to support this need is well over 5 years old! (Para 6.4.5). This predates the addition of at least 150 houses to the village on Kenilworth Road South, and also a perceived increase in West – East traffic flows across the village, as increasing employment is added on the Western side of Coventry.</p> <p>If the Parish Council is serious about lobbying for a bypass, then they should be pressing SMBC very hard to update this data as additional support for the case. Looking at the maps provided, the construction traffic and the HS2 route corridor would seem to provide ideal opportunities to follow broadly the same line, as it is unlikely housing will be attractive directly adjacent to the railway track.</p> <p>As noted above this NDP suffers from clear thinking about transport infrastructure, and there has to be an acceptance that a bypass will not come without some “sacrifices”, such as greater levels of housing allocation and speed of development. I feel we should be accepting this challenge so infrastructure and housing develop in tandem under a shared strategy.</p> | Comment | <p>Latest data available from SMBC Highways.</p> <p>Solihull Local Plan matters.</p> |
| 16 | Resident | 81 | CA 05 | Aspiration | <p>I am very supportive of the need for additional Leisure facilities in Balsall Common, especially given the likely development of Barretts Farm as a very central site.</p> | Support | <p>Strategic housing site allocations and infrastructure</p> |

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| | | | | | <p>It would therefore seem logical to be encouraging leisure developments around the existing central sites in Meeting House Lane. There is scope to leverage the existing organisational structures such as the Sports Association and its member clubs to support / manage such facilities.</p> <p>The current threats to develop the “Catholic Field” next to the church are particularly pertinent and should be strongly opposed as these take away valuable recreational resource and green space that would be ideally placed for that area of housing development.</p> <p>The retention of Holly Lane and designation as Local Green Space is desirable, lying as it does beyond the natural Southern boundary, however its location does not favour significant leisure investment / development, as it is remote from all of the major areas in the broader village where young families and children are located (Riddings Hill, The Grange and to a lesser extent Kemps Green). An alternative might be to encourage some improved access to and development of facilities on the green space currently occupied by Heart of England School, although this would need to be underwritten by clear parameters on wider and flexible community use.</p> <p>I hope you will feel able to reflect the above comments in the final documents, as I aspire to continue to live in a thriving community, which has a coherent pattern of development, and can enhance the wellbeing of all its current and future residents.</p> | | <p>requirements are outside the policy remit of the neighbourhood plan.</p> <p>This green space falls in Berkswell NDP.</p> <p>Noted</p> |
| SC5 | Berkswell Parish Council | | | Full Document | <p>We welcome the production of the Balsall Parish NDP. It is our position that it is inappropriate for a parish council to comment on policies that will not have effect outside of the designated area. However, in the spirit of good relations, we would note that there is much within it that we welcome and support.</p> <p>It is, however, disappointing to note:</p> | Support | |

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| | | | | <ul style="list-style-type: none"> • that in several places it confuses Balsall Parish with Balsall Common; • makes proposals for parts of Balsall Common not within Balsall Parish; and • that both Balsall Parish Council and their NDP Committee refused to meet or consult with Berkswell Parish Council or our NDP Steering Committee on any issue including issues that cross parish boundaries. <p>My Council has shared its data and emerging policies with your council to help with coordination of the development of the Berkswell and Balsall NDPs. There are several draft planning policies within the Berkswell Parish NDP, (which is already undergoing external examination), which, if reflected within the Balsall NDP, will aid a common approach to development within Balsall Common.</p> | | <p>Noted</p> <p>Where relevant, text amended to Balsall Common (Balsall parish). All consultation events were open to all members of the public and Berkswell Councillors attended those events. Berkswell Parish Council was an invitee to the plan evidence gathering during a focus interview process. Policies in Balsall NDP are derived from all evidence collected during the evidence gathering process.</p> |
| SC5 | Berkswell Parish Council | 4 to 7 | 1.1 to 1.17 | <p>Much of this is unnecessary to support an NDP and has some material inaccuracies and omissions which would mislead those reading it. A discussion of the Governance Review seems inappropriate in this document. We would remind you that the residents of Berkswell Parish to the west of the HS2 line (i.e. Balsall Common) overwhelmingly rejected a change to the parish boundary. 691 responded for no change with only 134 supporting Balsall PC's proposal to move the boundary. The turnout was 54% and 84% of our residents west of HS2 rejected a change in boundary.</p> <p>We suggest this section is reduced to that which is relevant and accurate so we could support it. We are happy to meet in public to discuss. However, to be clear we take no exception to your council having sought the views of Berkswell Parish residents given that many have legitimate interests in the development of Balsall Parish and perhaps that is all this section needs to record.</p> | Comment | <p>Noted</p> <p>The Introduction addresses how the plan has regard for the settlement of Balsall Common in the context of the withdrawal of a joint NDP with Berkswell parish and a Governance Review that did not result in the settlement falling entirely within this neighbourhood area.</p> |

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| SC5 | Berkswell Parish Council | 10 to 12 | 2.1 to 2.15 | | No meetings took place with Berkswell Parish Council or the Berkswell Parish NDP Steering Committee. Offers to meet were refused. | Comment | As above |
| SC5 | Berkswell Parish Council | 15 | 3.7 to 3.15 | | We do not agree that Balsall Common is well placed for commuting (3.7). It is an unsustainable location with infrequent bus services and normally only 2 trains per hour. The Berkswell/Balsall area has the highest car dependency for daily activities in the whole borough (see Solihull Connected Transport Strategy 2016 page 41) 3.8 is one of a number of places Balsall Common village appears to be confused with Balsall Parish in this document. | Objection | Noted Where relevant, text amended to Balsall Common (Balsall parish). |
| SC5 | Berkswell Parish Council | 25 | 5.12 to 5.14 | Aspiration | These paragraphs consider the Balsall Common Village centre but make no reference to the fact that this is shared with Berkswell Parish. No discussions have taken place with Berkswell Parish Council or the Berkswell Parish NDP Steering Committee on this or any other matters. This must be amended to make the position clear. However, we would welcome dialogue and joint working in the future to ensure changes provide the best and most positive outcomes for the shopping centre as a whole. | Comment | Text amended to Balsall Common (Balsall parish). The Village Centre working group which informed this NDP element had membership from Berkswell Parish Council. Aspiration CA 2 amended to: “the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils” |
| SC5 | Berkswell Parish Council | 27 | 6.1 | Strategy | Berkswell Parish Council does not support removing land from Greenbelt as proposed in the Solihull Local Plan but Balsall Parish is free to support this for housing allocations within its designated area. | Objection | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. |
| SC5 | Berkswell Parish Council | 27 | H 1 | Policy | This appears to confuse Balsall Parish with Balsall Common. The colouring of lines on the map is confusing. We suggest that either the colour of the village boundary is changed or the parish boundary | Comment | Map has been amended to show neighbourhood area boundary adjacent to the BUAB. |

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| | | | | | between Berkswell and Balsall are changed from black to ease understanding of the map on page 29. | | | | | | | | | | |
| SC5 | Berkswell Parish Council | 33 | H 3 | | <p>It is understood that the total number of houses proposed for Balsall Common as a whole is 1,215 in the first draft of the Solihull Local Plan update. Made up as follows</p> <table style="margin-left: 20px;"> <tr> <td>Barrett's Farm</td> <td style="text-align: right;">800</td> </tr> <tr> <td>Hallmeadow Road</td> <td style="text-align: right;">65</td> </tr> <tr> <td>Windmill Lane/Kenilworth Road</td> <td style="text-align: right;">200</td> </tr> <tr> <td>Balsall Street East/Frog Lane</td> <td style="text-align: right;">150</td> </tr> </table> <p>We do not understand why houses proposed for Berkswell Parish are included here and the wording should be amended to remove (as far as is practical) references to Berkswell Parish housing. Incorrect housing numbers appear in other places.</p> <p>We note that in the latest draft of the Solihull Housing plan update dated January 2019 the total of 1,215 new homes has been increased to 1,765 including 65 on Hallmeadow Road. Of these, about 1,165 to 1,200 are planned for Berkswell Parish after making a reasonable estimate of the split on housing on the proposed Kenilworth Road/Windmill Lane site.</p> | Barrett's Farm | 800 | Hallmeadow Road | 65 | Windmill Lane/Kenilworth Road | 200 | Balsall Street East/Frog Lane | 150 | Objection | <p>Policy H3 deleted.</p> <p>The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs.</p> |
| Barrett's Farm | 800 | | | | | | | | | | | | | | |
| Hallmeadow Road | 65 | | | | | | | | | | | | | | |
| Windmill Lane/Kenilworth Road | 200 | | | | | | | | | | | | | | |
| Balsall Street East/Frog Lane | 150 | | | | | | | | | | | | | | |
| SC5 | Berkswell Parish Council | 34 | CA 01 | Aspiration | <p>We do not support limiting construction of new homes to a time frame after 2026. This will lead to a more rapid growth in population due to the shorter time period making it harder for local services that support the community in both parishes to adapt in the period 2026 to 2033. Some of the housing sites will not be impacted by HS2, for example, the brownfield site behind the George in the Tree shown on page 29 with references 4, 5 and 6 and such sites can be developed earlier. We note that SMBC in their January 2019 draft plan update propose that only Barrett's Farm is scheduled for after 2026 given that it will be directly impacted by HS2 and Berkswell PC supports this proposal by SMBC.</p> | Objection | <p>Aspiration amended however still reflects a majority view of residents of Balsall Common (Balsall parish).</p> | | | | | | | | |
| SC5 | Berkswell Parish | 35 | H 4 | Policy | <p>We support this policy but it should be made clear in the last sentence that the policy applies to sites within</p> | Support | <p>Policy amended</p> | | | | | | | | |

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| | Council | | | | the greenbelt and not those removed from the green belt by the local plan or those already outside of the greenbelt. To do otherwise would result in the inefficient use of land causing more pressure for the building on greenbelt land. | | |
| SC5 | Berkswell Parish Council | 37 | H 5 | Policy | This is supported. | Support | Noted |
| SC5 | Berkswell Parish Council | 43 | H 9 | Policy | We believe this should also include Mobility Scooters to reflect the increasing numbers already in use in both parishes. There are elements of the Berkswell Parish NDP that could be adopted. In particular, relating to Green Space between old and new properties and minimum distances where this is not possible. This would aid development where it crosses parish boundaries. | Comment | Policy H9 amended to include "mobility scooters". It is not advisable to take policy drawn from another plan that has not gone through an examination process, no change will be made. |
| SC5 | Berkswell Parish Council | 57 | BE 6 | Policy | We strongly support this and request that the wording is amended to include other Heritage Assets whose "setting" might be affected by developments in Balsall Parish | Support | Policy amended. |
| SC5 | Berkswell Parish Council | 64 | CA 02 | Aspiration | We fully support a professional review of the Balsall Common Village centre which should be led by SMBC as proposed in the January 2019 SMBC local plan update (paragraph 84). Figure 9 includes 6 retail outlets that are within Berkswell Parish. Your NDP makes proposals for areas outside of Balsall Parish and the designated area for your NDP. That is not lawful. This is particularly inappropriate because there has been no consultation with Berkswell Parish. We have major reservations about a shared space concept for Balsall Common Village Centre as shown in the photo montage covering the Berkswell Parish end of the centre. My council does not oppose the concept of shared space in principle but rejects the inclusion of proposals within the Balsall NDP which have major defects at the Berkswell end. This is exacerbated by your Council's refusal to work with | Comment | Aspiration amended: "the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils". The Village Centre working group which informed this NDP element had membership from Berkswell Parish Council. |

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| | | | | | Berkswell PC. We would propose two alternatives to the current CA.02 section: <ul style="list-style-type: none"> • The removal of this community aspiration completely; or • A commitment within the NDP to work with Berkswell PC on the improvement of Balsall Common Village centre. | | |
| SC5 | Berkswell Parish Council | 67 | CA 03 | Aspiration | Your NDP can only cover issues within its designated area i.e. Balsall Parish. There is no proposal for a bypass within Balsall Parish and hence this section should be removed. | Objection | A452 Kenilworth Road is in Balsall Parish Neighbourhood Area and this aspiration seeks a bypass to relieve the A452 congestion. |
| SC5 | Berkswell Parish Council | 101 | NE 5 | Policy | Whilst we support the belief that residents should not be exposed to unreasonable aircraft noise, my Council considers that the 3rd paragraph of policy NE3 is inappropriate in view of modern building standards/techniques. It also removes a potential Brownfield site that will increase pressure on Greenfield developments. Homes built to British Standard 8233 will meet, with relatively low additional cost, the WHO guidelines referred to in your NDP. In summary, insulation in the roof space which reduces noise as well as heat transmission can easily be installed during construction at a marginal cost change. Windows glazed with noise reducing laminated glass coupled with modern passive noise reduction ventilation systems will control noise through the windows. Brick built walls are satisfactory noise insulators. We would propose that the last sentence of the 3rd paragraph of policy NE.3 is amended to say that: “- Such proposals will be resisted unless the design of the homes can be shown to meet the World Health Organisation Guidelines using the principles laid out in British Standard 8233. | Objection | Policy amended to require robust evidence with planning applications and that homes must meet design principles using British Standard 8233. |
| 17 | Resident | 32 | H 2 | Policy | Support | Support | Noted |

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| | Berkswell parish | | | | | | |
| 17 | Resident Berkswell parish | 37 | H 5 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 43 | H 9 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 45 | BE 1 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 47 | BE 2 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 57 | BE 6 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 60 | BE 7 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 61 | BE 8 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 71 | BE 10 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 80 | COM 1 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 81 | CA 05 | Aspiration | Support | Support | Noted |
| 17 | Resident Berkswell parish | 86 | COM 4 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell | 87 | COM 5 | Policy | Support | Support | Noted |

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| | parish | | | | | | |
| 17 | Resident Berkswell parish | 89 | NE 1 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 91 | CA 07 | Aspiration | Support | Support | Noted |
| 17 | Resident Berkswell parish | 92 | NE 2 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 93 | NE 3 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 99 | NE 4 | Policy | Support | Support | Noted |
| 17 | Resident Berkswell parish | 35 | H 4 | Policy | This policy is supported. However, the last sentence is contrary to the NPPF in that it seeks to restrict redevelopment of brownfield land not in the greenbelt to the area occupied by permanent buildings and structures only and not its wider undeveloped curtilage. That restriction is appropriate for brownfield land within the greenbelt and it should be made clear that it only applies in those circumstances. To do otherwise would unreasonably restrict the redevelopment of brownfield land outside of the greenbelt harming future development of Balsall Parish. | Support | Policy amended to apply to Green Belt only. |
| 17 | Resident Berkswell parish | 49 to 55 | BE 3 BE 4 | Policy | These are supported but could be improved by the inclusion of some policy elements from the Berkswell draft NDP such as the provision of public green space and the placing of some of such space between new and existing homes when major development occurs. There are other points which might be worth including as well and I would suggest that you conduct a review. This would have two benefits • It would be supported by Balsall Parish residents | Support | Balsall Parish NDP policies are derived from evidence collected during the evidence gathering process. |

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| | | | | | <p>based on the results of the survey conducted.</p> <ul style="list-style-type: none"> • It would make it easier for developers and planners to understand the requirements where a development crosses a NDP boundary. <p>It is regrettable that the emerging thoughts on Balsall policies were not available to Berkswell Parish whilst it was conducting the final stages of consultation because our NDP timescales did not match. There are several policy elements within the Balsall NDP which would sit well within the Berkswell NDP but it is now too late for that dovetailing to take place. However, Balsall PC do still have the opportunity to select policy elements from the Berkswell NDP that might help.</p> | | Noted |
| 17 | Resident Berkswell parish | 69 | BE 9 | Policy | <p>I strongly support the provision of parking place standards for new homes. Our area is highly car dependant. However, this is/was a difficult area for NDPs. There is supplemental planning advice contained in written statement HCWS488 made on 25th March 2015 which advises “local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage the local road network”. That seems like a tough test and I assume it was not over turned by the issue of the 2018 NPPF. Parking standards such as those proposed have been struck out of NDPs at examination.</p> <p>I have a wealth of data that Balsall PC might be able to use to further evidence a “clear and compelling reason”. If you would like to share it please ask.</p> | Support | Noted. Balsall Parish NDP conducted parking surveys in the neighbourhood area to gain evidence to support a local parking policy. Policy BE 9 amended. |
| 17 | Resident Berkswell parish | | | Full Document | <p>I am experienced in NDPs. However, I found the number and over lapping nature of the policies within the Balsall draft NDP confusing. I would struggle to find any particular policy element despite having read it several times. The planners within SMBC will be expected to implement your NDP policies. Initially the Berkswell draft NDP had the same issue and we</p> | Comment | Noted |

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| | | | | | <p>restructured our policies B1 and B3 to improve its readability.</p> <p>I would suggest that you might wish to revisit its structure with a view to reducing the number of policies by merging ones covering similar areas of policy. For example, policies H9 and Policy Com 4 both cover cycling. Policies BE3, BE4 and BE5 cover a similar planning area and NE2 and NE4 can probably be included as well. However, this is a matter of “taste” but it might be worth discussing with [Solihull MBC].</p> | | |
| 17 | Resident Berkswell parish | 64 | CA 02 | Aspiration | <p>This CA seeks set an aspiration for a location outside of the designated Balsall NDP area by providing a change within Berkswell Parish. This is surprising given that Balsall Parish Council repeatedly refused to meet with Berkswell PC to discuss issues including the Balsall Common centre and rejected the offer of the Berkswell Society to help with the development of an aspiration for Balsall Common centre. That failure to adequately consult is contrary to paragraph 24 of the NPPF.</p> <p>Whilst I support ideas such as “shared space”, the proposal as shown in the photo montage has so many defects that could have been remedied with early consultation. I note that you refer to feedback from an exhibition. However, the report shows that only 121 people from an electorate of 7336 (SMBC data February 2018) responded to this proposal and respondents’ qualitative comments are not included within the published report. They might provide insight into some issues.</p> <p>The latest version of the Solihull Plan (January 2019) proposes that SMBC should lead the creation of a masterplan for the centre working with both parish councils. Consequently, CA02 should be deleted from the NDP because</p> <ul style="list-style-type: none"> • it is covered in a strategic approach by SMBC • and part of the centre falls outside of the Balsall NDP | Objection | <p>Not accepted.</p> <p>The Village Centre working group which informed this NDP element had membership from Berkswell Parish Council.</p> <p>All consultation events were open to all members of the public of both neighbourhood areas and Berkswell Councillors attended those events.</p> <p>The report “Questionnaire Results Exhibition Feedback and Consultation April 2018” independently analysed all comments.</p> <p>Aspiration CA 02 amended:</p> <p>“the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils”.</p> |

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| | | | | | designated area • and Balsall PC have wilfully failed to consult with Berkswell Parish Council and the Berkswell Society, which is the residents' association for Berkswell Parish with over 600 members. | | |
| 17 | Resident Berkswell parish | 4 to 8 | 1.1 to 1.21 | | <p>It is sad to see that the NDP makes misleading and untrue references and is selective in its choice of statistics with relation to the parish boundary governance review, Balsall Parish's termination of the joint NDP and other issues. These references undermine the other good aspects of the draft NDP by continuing to create disharmony and undermining the veracity of the whole document by stating things that are not true or misleading. I strongly urge you to rewrite these sections lest they do the draft plan damage to the examination process. The full facts will of course be provided during the Regulation 16 consultation and I suggest that the Balsall PC Clerk acts for the community and seeks the evidence for the assertions made and where that does not exist removes the statements made.</p> <p>I see no point in going into much detail. However, I will remind you that the Balsall PC proposal to move its parish boundary to HS2 was rejected by 84% of respondents within Berkswell Parish to the west of HS2 on a consultation that achieved a 54% response rate. The SMBC Governance Committee unanimously rejected a move of the parish boundary. I fail to understand why Balsall PC continues to "pick at this sore" rather than work constructively with Berkswell PC and for that matter the two main residents' associations in our area.</p> <p>However, to end on a positive note, there is much good within the draft NDP and clearly a lot of work has gone into it. I would like to emphasise my support as detailed in points 1 and 2 above and commend the minor suggestions in the appendix. Well done.</p> | Objection Support | Not accepted The Introduction addresses how the plan has regard for the settlement of Balsall Common in the context of the withdrawal of a joint NDP with Berkswell parish and a Governance Review that did not result in the settlement falling entirely within this neighbourhood area. |
| 18 | Resident | 64 | CA 02 | Aspiration | Having just read the draft plan online there are a few | Support | Noted |

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| | | | | | <p>points I should like to make.</p> <p>Shared space idea in Village a good idea but surely it is dependent on discouraging people from using their cars to get to the centre and hence reducing parking. Also how would the rather large delivery lorries to the Co-op manage to negotiate the turning from the service road into the narrowed space in Station Road.</p> | | Aspiration CA 02 amended to: "the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils" |
| 18 | Resident | 86 | COM 4 | Policy | You talk admirably about improving cycle ways and footpaths and encouraging people to walk and cycle more yet there is a total lack of cycle stands in the Village Centre. I was promised one in September 2016, it has still to materialise. | Comment | Noted |
| 18 | Resident | 85 | CA 06 | Aspiration | The section on Public Transport is woefully brief. Having lived in the Village for over 30 years it hasn't improved probably because there is no real will by the powers that be to improve it as of course there is really no need as they think everyone has a car. Also how would you encourage people to leave their cars behind when most of them just automatically get in their car for even the shortest journey? I would love to be able to get to Kenilworth on the bus on a regular basis as it is too scary to cycle but I cannot see a decent bus service ever materialising. | Objection | Aspiration CA 06 amended to include more specific improvements. |
| 18 | Resident | 27 | H 1 | Policy | <p>I really hope there is no house building on Frog Lane, the boundary should be Balsall Street It will destroy a lovely rural walk. I have seen too many of them destroyed over the last 30 years.</p> <p>I had planned to spend my retirement years here but the whole charm of the Village is fast disappearing. Sorry I haven't answered your specific questions but not having a paper copy to refer to makes it difficult.</p> | Comment | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. Map has been amended to show neighbourhood area boundary adjacent to the BUAB. |
| O2 | Chris Crean Friends of the Earth | 24 | 5.1 to 5.16 | Vison | West Midlands Friends of the Earth (WMFOE) brings together Friends of the Earth local groups from across the West Midlands region. WMFOE welcomes the opportunity to comment on the | Comment | Noted |

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| | c/o The Warehouse Digbeth Birmingham B5 5TH | | | | <p>BALSALL PARISH NEIGHBOURHOOD DEVELOPMENT PLAN (DRAFT), pre -Submission Consultation</p> <p>WMFOE would welcome an additional mention in the vision and aspirations on how the local area is going to develop in an ever changing climate. The recent IPCC report has focussed minds on all of our climate responsibilities to current and future generations. A local plan is an ideal place in which to set out how those responsibilities fit into short, medium and long term planning. WMFOE also note that the end date for this plan also chimes with the current master plan for the local airport which is a major issue of concern for local residents.</p> | | |
| O2 | Chris Crean Friends of the Earth | 89 | 6.5 | Strategy | <p>WMFOE support the strategic objective for the natural environment to protect the countryside through the retention of existing trees, hedgerows, rivers, streams and ponds, valued landscapes and designated green spaces. We are in agreement with policies to encourage biodiversity and minimise pollution.</p> | Support | Noted |
| O2 | Chris Crean Friends of the Earth | 101 | NE 5 | Policy | <p>WMFOE strongly support Policy NE5 Minimising Pollution;</p> <p>Birmingham Airport's expansion plans pose a grave risk to the environment. We cannot have this growth in air travel and stick to the goals of the Paris Climate Agreement. The extra emissions from the ongoing expansion of this facility are way above what we can combat in emissions reduction elsewhere. It's clearly not sensible or responsible to grow air travel, especially in the light of the recent IPCC report indicating that we have 11 years in which to act to restrict average global temperature rise to within 1.5 degrees as agreed in Paris in 2015. As well as damaging pollution from aircraft burning fossil fuels noise is a serious pollution problem for residents living near to the airport. WMFOE agree that environmental noise is an important public health issue and that the WHO guidelines 2018 for aircraft noise should be</p> | Support | Policy amended to require robust evidence with planning applications. |

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| | | | | | strictly applied to protect those affected by aircraft noise. WMFOE agree that proposals to build new houses close to the flight paths particularly of departing aircraft below 7 000 feet poses a serious risk to the health of future residents and should be resisted. If houses were to be built in those locations then criteria should be developed to ensure that current and future residents are given all of the protections they require and deserve. WMFOE would wish to see the plan make a strong point as the undesirability of a second runway at Birmingham Airport. | | |
| O2 | Chris Crean Friends of the Earth | 89 | NE 1 | Policy | WMFOE broadly supports NE1 Trees, Hedgerows and Woodland The plan could refer to higher level policies in terms of animals and plant life under threat. New development could mitigate loss of the natural world by building-in features such as bat provision, built-in sparrow boxes (such as by Schwegler), swift bricks and at ground level hedgehog friendly gardens | Support Comment | Noted Policy amended |
| O2 | Chris Crean Friends of the Earth | 92 | NE 2 | Policy | WMFOE broadly supports NE2 Blue infrastructure | Support | Noted |
| O2 | Chris Crean Friends of the Earth | 93 | NE 3 | Policy | WMFOE broadly supports NE3 Local Green Space | Support | Noted |
| O2 | Chris Crean Friends of the Earth | 99 | NE 4 | Policy | WMFOE broadly supports NE4 Biodiversity. | Support | Noted |

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| O2 | Chris Crean Friends of the Earth | 60 | BE 7 | Policy | WMFOE broadly supports BE. 7 Could there be support for the collection of food and biogenic waste and a local anaerobic digester? Energy efficiency quite correctly has to be paramount give the need to address the concerns of the IPCC in tier recent report. | Support Comment | Noted |
| O2 | Chris Crean Friends of the Earth | 43 | H 9 | Policy | WMFOE broadly supports H. 9 Could there be more provision for cycle facilities in the plan such as public cycle parking stands and possibly a community cycle maintenance facility? | Support Comment | Noted |
| O2 | Chris Crean Friends of the Earth | 71 | BE 10 | Policy | WMFOE broadly supports BE.10: Flooding and Surface Water Drainage | Support | Noted |
| O2 | Chris Crean Friends of the Earth | 84 | COM 3 | Policy | WMFOE broadly supports COM.3: Local Services. Could this also include local economic activity and acknowledge its importance to the vibrancy of a local community? One idea here could be a community focussed cycle facility to provide information and training on using and maintaining a cycle as well as training for those who don't have the confidence to use the current road networks. | Support Comment | Noted |
| O2 | Chris Crean Friends of the Earth | 86 | COM 4 | Policy | WMFOE broadly supports COM.4: Walking and Cycling. These facilities are often of great benefit to people using mobility scooters of which there will be greater need to cater through the planning system. There is also the growing use of electrically powered 2 wheelers, which is to be welcomed, and as such could warrant some focus in a neighbourhood plan. | Support Comment | Noted |
| O2 | Chris Crean Friends of the Earth | 87 | COM 5 | Policy | WMFOE broadly supports COM.5: Allotments. Could there also be a focus on the growing of fruit and vegetables all over the villages along the lines of incredible edible Todmorden and other locations across the UK? | Support Comment | Noted |
| O2 | Chris | 85 | CA 06 | Aspiration | The statistics quoted for travel to work by car, are | Comment | Aspiration amended to |

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| | Crean Friends of the Earth | | | | <p>alarming high. Integral with the main built-up area is Berkswell railway station. This is mentioned in the current document but as a 'problem' with overspill car parking for the station an issue.</p> <p>It is known that the service interval at Berkswell Station is erratic. There should be an ambition (a) for more people to walk and cycle to the station and (b) for the service to be improved. It could be an objective for the interests of all present and future residents of Balsall Common as well as current rail travellers to be accommodated by the train operator and by Network Rail.</p> <p>The fragile nature of the bus service is mentioned; there is currently no real time bus information in the village centre or at the railway station. This should be addressed.</p> | | <p>include ambition for more people to walk and cycle to the station and for the service to be improved.</p> <p>Aspiration amended to include "electronic indicator boards should be provided"</p> |
| O2 | Chris Crean Friends of the Earth | 91 | CA 07 | Aspiration | WMFOE broadly supports CA.07: Enhancement of Green Infrastructure | Support Comment | Noted |
| SC6 | Helen R Winkler Bsc(Hons) DipTP MRTPI Senior Planning Consultant Tyler Parkes for the Chief Constable West Midlands Police | 24 | 5.1 | Vision | <p>The CCWMP supports the inclusion of the requirement for 'sufficient infrastructure and facilities' to meet the needs of an increasing population within the Vision statement. However, the CCWMP recommends that the 'Vision' also include reference to the need to create safe communities. Wording might be amended as follows</p> <p>'...To meet the needs of an increasing population and to promote a safe healthy active community by protecting the countryside and enhancing the built-up area with sufficient infrastructure and facilities...'</p> | Comment | Vision amended to include 'safe' |
| SC6 | Helen R Winkler | 49 | BE 3 | Policy | The CCWMP welcomes the inclusion of the following wording in Policy | Comment | Noted |

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| | <p>Bsc(Hons) DipTP MRTPI Senior Planning Consultant Tyler Parkes for the Chief Constable West Midlands Police</p> | | | <p>BE.3: Design: ‘...All development proposals will be expected to demonstrate how the design has been influenced by the need to plan positively to reduce crime and the fear of crime and how this will be achieved...’</p> <p>However, the CCWMP is concerned that the NDP does not include any mention of the need to meet ‘Secured by Design’ standards or to consult with the West Midlands Police in accordance with national and local planning policies.</p> <p>The local Police Senior Leadership Team and Neighbourhood Policing Unit will have detailed knowledge about site specific issues in respect of crime and safety and any needs arising from the proposed development growth in specific locations – such as at Frog Lane, Windmill Lane/Kenilworth Road, Pheasant Oak farm, Trevallion Stud, and at Lavender Hill Farm.</p> <p>Additionally, the centrally-based Design Out Crime Team (DOCT) have extensive knowledge of security measures and ‘Designing Out Crime’.</p> <p>The CCWMP requests that, as appropriate, the Senior Leadership Team, Local Policing Unit and CPDAs are engaged in policy implementation and delivery once the Balsall Common NDP is ‘made’.</p> <p>Given the recognised importance of prioritising safety and security within national, local and emerging planning policies, the CCWMP considers it important that the Balsall Common NDP should include reference to the intention to work in partnership with the Police to promote safe and secure environments and communities to deliver the Plan’s objectives in the policy supporting text.</p> <p>Therefore, the following additional wording is recommended for inclusion in Policy BE.3:</p> <p>‘Designing out crime and designing in community safety are central to the design and delivery of</p> | | <p>Policy amended to include recommended text.</p> |
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| | | | | | new development. Applications should address the creation and management of safe neighbourhoods by including measures to reduce crime and the fear of crime. The Parish Council will expect planning applications to meet ‘Secure by Design’ standards in consultation with the West Midlands Police.’ | | |
| SC6 | Helen R Winkler Bsc(Hons) DipTP MRTPI Senior Planning Consultant Tyler Parkes for the Chief Constable West Midlands Police | 57 | BE 6 | Policy | Heritage crime, such as the theft of lead flashing, cast-iron down pipes and other historic artefacts, is a significant problem, particularly in Conservation Areas and for Listed Buildings. In an effort to reduce the incidence of recurrent heritage crime, the CCWMP request that Policy BE.6 Heritage Assets or the explanatory text, be amended to include reference to the willingness of the Parish Council to favourably consider the use of alternative materials, where appropriate, when repairing Listed Buildings to reduce the risk of repeat theft and damage. Whilst planning permission is unlikely to be required for replacement materials, Listed Building consent is usually necessary for proposals affecting a Listed building, particularly if an alternative replacement material is proposed. It would therefore be appropriate for either an additional sentence to be included within the policy itself, or for the supporting text to make reference to the need to consider crime and safety issues in these circumstances. Where replacement works are proposed to Listed Buildings, it is recommended that the particular circumstances of a heritage environment, site context, and merits be considered on a case by case basis. In particular to: assess whether repeat crime (such as theft of materials from a building) is highly likely; assess the potential damage to an historic asset that may result from repeated theft of existing and | Comment | English Heritage advise that if lead theft has not been identified as a current problem in Balsall parish, there is no requirement to address the issue in a Neighbourhood Plan. As the issue has not been raised during consultation Policy BE 6 and the explanatory text has not been changed, |

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| | | | | <p>any like-for-like replacement materials such as from historic churches; and, consider the significance of that particular element of the building (to be re-instated in the event of theft) in terms of its contribution to the value of that particular heritage asset. For example the lead roof on one building may not be as important to the historic asset as another due to its size, aspect or prominence on the building. There will be cases where the use of alternative materials is the most appropriate way of avoiding such crime. For instance if the site is open, has no defensible boundaries, is not subject to natural surveillance, poorly lit, and the design of the building offers offenders a number of potential routes up to the roof to target metal fixtures and fittings. This makes it difficult to install suitable measures to prevent access to the roof. Any defensive anti-climb measure, such as metal spikes, would potentially not be in keeping with the historic or architectural status of the site and would certainly not be aesthetically pleasing. The use of replacement material (along with the installation of signage around the site indicating the material has been replaced by a 'no theft value' option) that proves valueless to any potential thief may be the most suitable measure, or an important part of a range of measures, to deter crime.</p> <p>The principle of this approach is accepted by English Heritage (the 3rd para in Section 3 of the document 'English Heritage Guidance Note: Theft of Metal from Church Buildings' (2011)) states: "Every case is assessed on its merits, but we appreciate that there will be instances in which a change of material will be appropriate, especially when the area of roof is not visible from ground level. After a theft, the first priority must be to provide emergency cover whilst the permanent replacement is arranged. In some situations, a durable replacement such as terne-coated stainless steel, tiles or slates,</p> | | |
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| | | | | <p>rather than lead, might be the most prudent way to repair the building”.</p> <p>By way of local example, at Knowle Parish Church, four metal theft offences were recorded in the 16 months prior to the stolen guttering metal being replaced by glass reinforced plastic (GRP) in October 2012. There have been no incidents of theft or damage against the building since. Metal replacement options, such as lead, cast iron and aluminium would all be attractive to thieves and as a result could draw offenders to the site.</p> <p>The CCWMP recommends introduction of the following wording:</p> <p>‘In appropriate circumstances, favourable consideration will be given to the use of approved ‘alternative’ materials to replace building materials and artefacts stolen from buildings of historic importance to reduce crime and the fear of crime’.</p> | | |
| SC6 | Helen R Winkler Bsc(Hons) DipTP MRTPI Senior Planning Consultant Tyler Parkes for the Chief Constable West Midlands Police | 84 | COM 3 | <p>The CCWMP fully supports the need for Policy COM.3 Local Services, although they consider it should be strengthened by the inclusion of more specific potential infrastructure requirements to ensure sustainable communities are delivered.</p> <p>There will inevitably be significant additional pressure on existing physical, community, social and green infrastructure as a result of the proposed scale of growth for Balsall Common settlement. Therefore, as recognised in the NDP, measures need to be in place to ensure that new growth is supported by appropriate and timely infrastructure provision so that vibrant and sustainable communities can be created and maintained. The proposed new development should also create opportunities to provide infrastructure solutions to ease and remedy existing issues.</p> <p>The CCWMP recommends that more detailed consideration is given to the type and range of infrastructure which may potentially be eligible to receive CIL and/or Section 106 funding to guide</p> | Comment | Noted SMBC responsibility. |

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| | | | | <p>developers and to ensure that the neighbourhood can grow in a sustainable way. This could be provided as examples within the policy itself or as part of the explanatory text. This approach would be in accordance with PPG Paragraph 045 which suggests that the neighbourhood plan body may wish to consider what infrastructure needs to be provided in their neighbourhood area alongside development such as homes, shops or offices.</p> <p>The PPG emphasises that qualifying bodies should engage infrastructure providers in this process and paragraph 71 of the PPG explains that the levy can be used to fund a wide range of infrastructure, including police stations and other community safety facilities. The scale of development proposed in Balsall Common will, of course, impact the maintenance of appropriate levels of community safety facilities. The CCWMP is keen that the need for CIL investment to bridge the 'funding gap' necessary to maintain and improve Police infrastructure for existing and future new communities, be highlighted in the policy or explanatory text. The CCWMP therefore requests that Policy COM.3 or the explanatory text be amended to include reference to the need for CIL investment towards the maintenance of an effective Police presence and for provision of crime reduction facilities, such as CCTV or street lighting.</p> <p>It is recommended that the following paragraph be added as follows:</p> <p>'The timely provision of infrastructure will be required to support new and existing development financed either in part, or fully, by funds from CIL and/or S106. A number of infrastructure facilities may be required to maintain a sustainable neighbourhood, including Police infrastructure necessary to maintain and improve safety and security. This might include funding towards maintaining an effective police presence and/or</p> | | |
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| | | | | | additional security measures such as CCTV or street lighting.' The CCWMP request that the Parish Council work together with the West Midlands Police to ensure that necessary security improvement facilities are identified and sought at the pre-application and planning application stage. | | Noted |
| 19 | Business A1 Motorstore 291 Kenilworth Road, CV7 7EL | 64 | CA 02 | Aspiration | We disagree with the proposed new layout of Station Road in the village centre as this design reduces the number of parking spaces within a very short walk of the shops. The proposal of expanded parking behind Tesco must find a way of improving access rather than through the narrow passageway. I do not believe that this proposal meets the aspirations of those in the village as outlined in your explanation "Nine in ten wished to see improved parking" and may be a deterioration on the current situation. An alternative suggestion would be a roundabout at the intersection of Meeting House Lane and Station Road to enable cars to turn around at both ends of the parade of shops and thus preventing drivers from exiting parking spaces on Kenilworth Road onto the opposite side of the road – significantly reducing congestion. | Objection | Noted |
| 19 | Business A1 Motorstore 291 Kenilworth Road, CV7 7EL | 67 | CA 03 | Aspiration | We do not agree that there should be a bypass of the A452 around the village. The main road through Balsall Common has built it in to what it is today and delivered many benefits. Both in ease of connection for residents and local businesses and as a valuable source of passing customers for local businesses. Many local businesses in addition to my own, like Tamarinds, Haigs Hotel, Bengal Brasserie and The White Horse Pub benefit from the passing trade and increased awareness which comes from drivers going through the village. These businesses provide not only local employment but also valuable services to local residents which it would be a tragedy to | Objection | Noted |

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| | | | | | jeopardise. We suggest the responses to the earlier consultation which is used to support the concept of a bypass may be a result of loaded questions regarding a wish to reduce traffic in the village, but not considering the potential impacts on local businesses, or the possibility of even more new houses up to a bypass which becomes the new "boundary" for development. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | | | Full Document | Overall, the pre-submission draft Plan is well presented and clearly structured. The Vision, Objectives and Policies are clearly set out and the document reads well and is easy to navigate. The content is generally consistent with national and local planning policies and addresses topic areas appropriate to the Balsall Parish area. The Council is generally supportive of and welcomes many of the aims and objectives of the policies, particularly those relating to design, village character and heritage and natural assets. | Comment | Noted |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 27 | H 1 | | Much of the content of the housing policies can be welcomed as consistent with the local plan and demonstrating a robust approach to identifying housing need that recognises the contribution to Borough wide as well as local need. Draft Policy H1 defines settlement boundaries for Balsall Common and Oakley. The boundary for Balsall Common is similar to the area inset from the green belt in the SLP2013, but includes some additional groups of dwellings south of Balsall Street which the Parish Council considers are part of the built-up area. Any discrepancy can be managed by minor adjustments to the green belt boundary through the Local Plan Review. Draft Policy H2 supports limited infilling within the Balsall Common boundary, subject to criteria relating to character, amenity and design. | Comment | Policy H1 amended to avoid confusion with Solihull Local Plan. BUAB has been redrawn to exclude Solihull Local Plan proposed housing site allocations. |
| SC7 | Cabinet Member for | 33 | H 3 | Policy | Draft Policy H3 deals with the site allocations in the Local Plan Review, and originally included phasing after works on HS2 have been completed. The Parish | Comment | Policy deleted. |

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| | Managed Growth Solihull MBC | | | | Council has removed the phasing element in the Pre-submission Draft following advice from officers, recognising that some housing will need to be delivered earlier in the Local Plan period. A new Community Aspiration has been added seeking phasing of the new allocations to the period 2026 to 2033, but this is no longer a formal policy. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 35 | H 4 | Policy | Draft Policy H4 encourages the use of brownfield land for redevelopment, including land within the green belt. The criteria proposed seem sensible, and include restriction of redevelopment to the area occupied by permanent buildings and structures. This is reasonable in the green belt, although the policy may benefit from the inclusion of further criteria to restrict development to locations that are highly or moderately accessible and to not have a greater impact on openness than the existing, in line with the NPPF. However, outside the green belt, this may limit the potential to make as much use as possible of suitable brownfield sites, as required by the NPPF. It would be helpful if the policy made the distinction between sites within and outside the green belt. | Comment | Policy amended to apply to brownfield land in the green belt only. |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 37 | H 5 | Policy | The Parish Council has amended draft Policy H5, which provides guidance for development of garden land, following landscape advice. The policy includes criteria for supporting development relating to character, form, amenity, access and parking. It now recognises the importance of mature garden landscape and provides for a full assessment of existing trees. | Support | Noted |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 38 | H 6 | Policy | Draft Policy H6 supports small scale affordable housing on proposed housing sites around Balsall Common and rural exception sites adjacent to Oakley, in accordance with needs identified in housing needs survey. The policy originally sought tenures secured in perpetuity, but this has been revised following housing policy advice to reflect the fact that this may not be deliverable due to regulation and Homes | Comment | Policy amended to recognise the scale of affordable housing sought in Solihull Local Plan. |

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| | | | | | England grant conditions. It now includes the alternative of negotiating an agreement with registered providers to secure reinvestment of receipts in local affordable housing. However, the revised policy refers to small scale affordable housing on proposed housing sites, which conflicts with the Local Plan policy seeking 40% provision and may make it difficult to achieve. To overcome this, the policy could focus on rural exception sites only, or if strategic housing sites are included, to recognise and accord with the scale of affordable housing sought in the Local Plan. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 39 | H 7 | Policy | Draft Policy H7 on housing mix can be welcomed as being generally in conformity with the 2016 Strategic Housing Market Assessment for Solihull. The requirement for 10% bungalows on sites of more than 20 dwellings is included to address the need for downsizing by older residents, although this level of provision would not make efficient use of land, would require further evidence to justify inclusion and may prove difficult to achieve. | Support Comment | Policy requirement for 10% bungalows amended. |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 41 | H 8 | Policy | General and specialist housing for the elderly is covered in draft Policy H8, which includes encouragement for the provision of a proportion of homes for care workers. This is welcome in principle, but consideration should be given to recruitment and retention issues in this occupational sector to ensure appropriate solutions are identified. It should also be noted that extra care housing can be outside the scope of the Local Plan affordable housing policy. The policy also supports the inclusion of homes suitable for young families to encourage mixed developments and prevent isolation of elderly people, though it may be more realistic to encourage developments that are well-related to existing communities. To encourage housing for the elderly, the Parish Council could consider innovative approaches, such as 'age friendly' housing within general needs development and housing for market | Support | Noted, no change made. |

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| | | | | | rent or shared equity. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 43 | H 9 | Policy | Draft Policy H9 requires that new housing proposals consider the needs of cyclists and pedestrians and can be welcomed as being consistent with Council policy. | Support | Noted |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 45 | BE 1 | Policy | Draft Policy BE1 provides criteria for the conversion of rural buildings, which appear broadly in line with national and local guidance, although it does restrict development to redundant or disused buildings, whereas the NPPF enables re-use more generally. The criteria now references heritage assets, following suggestion from your conservation officer. | Support | Policy amended to reflect NPPF |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 47 | BE 2 | Policy | Replacement dwellings are covered in draft Policy BE2, which provides more detailed local guidance relating to garaging and storage, amenity and biodiversity. The policy requires proposals to demonstrate how a replacement is more sustainable than refurbishment, alteration or extension of the existing building. | Support | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 49 | BE 3 | Policy | Draft Policy BE3 covers local character, amenity and seeks positive impacts to reduce crime, fear of crime and improve public health | Support | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 52 | BE 4 | Policy | Policy BE4 provides criteria to protect and enhance local character, and is based on the character assessment included in chapter 4 of the NDP. The original draft specified in criterion c. that the height of new buildings should not exceed those existing in the locality. This has been amended to recognise that taller feature buildings could add interest and increase the efficient use of land, but only in Balsall Common local centre. This could be extended to include new | Comment | Policy amended to consider height within strategic housing sites that are not adjacent to existing dwellings. |

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| | | | | | housing allocations without impacting on existing built character. Alternatively, the policy could focus on design quality rather than building height or density to avoid unnecessary restriction. Criterion d. should include the settings of listed buildings, as well as the buildings themselves. Criterion e. now includes both protection and enhancement of landscape and biodiversity, and criterion g. on respecting the green character of residential roads have been amended in line with suggestions from the landscape officer. Criterion I. now includes archaeological assessment, rather than survey as originally proposed, following advice. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 55 | BE 5 | Policy | Policy BE5 seeks to ensure that significant or sensitive proposals undergo a local design review, where a panel is established. | Support | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 57 | BE 6 | Policy | Draft Policy BE6 seeks to protect heritage assets in the Parish and has been amended following advice from the conservation officer. | Support | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 60 | BE 7 | Policy | Draft Policy BE7 on renewable energy has been widened to encourage the use of renewable and low carbon sources for energy generation as well as the maximising of energy efficiency measures in new buildings. Policy on flooding and surface water drainage has been amended in line with suggestions from your drainage engineers. | Support | |
| SC7 | Cabinet Member for Managed | 61 69 | BE. 8 BE 9 | | Highway safety and local parking standards are provided for in draft Policies BE8 and BE9. These appear reasonable, other than the requirement for at least one off-road parking space per bedroom for new | Support | Further evidence gathered in parking survey in Balsall parish. Evidence used to amend |

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| | Growth Solihull MBC | | | | residential development, which is contrary to the Council's criterion based approach and may be in conflict with the NPPF. It has been suggested that provision should be based on the criteria included in the original explanation to the draft policy, but the Parish Council has referred to evidence of on-street, verge and pavement parking, overflow parking from the rail station and congestion in the local centre. The provision of local parking standards has been an issue for the Knowle, Dorridge and Bentley Heath NDP, where the Inspector has recommended deletion of the policy, and for the Berkswell Parish NDP, due to be examined shortly. Clearly, the Council needs to ensure a consistency of approach across different Neighbourhood Areas, whilst respecting the need to reflect local circumstances. A more stringent parking policy might be justified, but should be part of a wider range of measures seeking to reduce on-street parking, including the promotion of car sharing. The NDP also includes Community Aspirations relating to the local centre parking and the bypass, which can form the basis for on-going dialogue with the Council. | | local parking standard in policy. |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 77 | ECON 3 | Policy | The draft policies and community aspiration relating to infrastructure to support faster broadband speeds, home working and improved mobile phone reception can be supported. Draft Policy ECON3 supports proposals for new business premises and office space that do not conflict with other policies. A reference to commercial development within the village centre has been added. | Support | Policy amended to include applications outside village centre. |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 78 | ECON 4 | Policy | Draft Policy ECON4 seeks to protect existing leisure and tourism services and facilities and supports proposals for new and improved provision. Following advice, the policy now includes a reference to green belt restrictions as well as other policies in the NDP. | Support | |
| SC7 | Cabinet | 80 | 6.4 | Strategy | This section covers leisure and recreation, education, | Support | |

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| | Member for Managed Growth Solihull MBC | | | | community facilities, walking and cycling. Protection and enhancement of sport and recreation facilities is in line with the recommendation in the Solihull Playing Pitch Strategy, approved recently by the Cabinet Portfolio Holder for Leisure, Tourism and Sport, to protect playing pitches given the current and future shortfall in provision. The draft NDP does not go as far as to highlight specific requirements. However, a Community Aspiration seeks to retain and develop the Holly Lane playing fields, which the emerging masterplan for Draft Local Plan Site 2 shows will be retained, and supports leisure/gym facilities, children's play areas and improvements to parks. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 83 | COM 2 | Policy | Education colleagues are supportive of the policy relating to formal educational facilities, which seeks to ensure capacity for all children in the Parish. The draft Policy COM2 also provides criteria for considering new facilities which appear appropriate. Clearly the requirements for a new facility will be dependent on the scale of growth for Balsall Common. The draft policy resisting the loss of community facilities and encouraging new provision appears appropriate. | Support | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 86 | COM 4 | Policy | Draft Policy COM4 seeks to protect and enhance where possible the public rights of way network across the Parish, and to ensure that new development utilises this resource positively as part of proposals to make appropriate provision for walking and cycling. The NDP does present an opportunity to identify potential routes, although the draft does not go this far, and the Parish Council is encouraged to reconsider this. A further Community Aspiration seeks to influence improvements to bus services across the Parish. | Comment Support | |
| SC7 | Cabinet Member for Managed | 87 | COM 5 | Policy | Draft Policy COM5 provides protection for existing allotments and includes criteria for consideration of new gardens, which now includes reference to protection of heritage assets. This is in line with | Support | |

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| | Growth Solihull MBC | | | | current policy on green space protection, and will be informed by emerging work on the Solihull Open Spaces Assessment, which includes allotments. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 89 | 6.5 | Strategy | The Parish Council has recently commissioned a report on the current ecological value of the Neighbourhood Area from the Warwickshire Solihull Coventry Habitat Biodiversity Audit Partnership. This will provide an important baseline and help to target protection and enhancement. The Strategic Objective could include all priority habitats, including grasslands which are decreasing and fragmented, not just those specifically referenced. | Support | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 89 | NE 1 | Policy | Draft Policy NE1 relates to trees, hedgerows and woodlands. The draft policy now references British Standard recommendations for trees on development sites, and requires tree related information to be provided as part of the pre-application and application process. The policy should include the protection and enhancement of grasslands, protection of mature trees and define the circumstances where loss or damage to trees is unacceptable. Proposed text on off-site replacement tree planting has been deleted following advice from the landscape officer, owing to concerns that this might be abused by developers. The policy also includes a standard for new tree planting of one tree per parking space or per 50m2 gross floor space, which the Parish Council advises has been used elsewhere. A separate Community Aspiration seeks enhancement of green infrastructure through further tree planting, which should be in suitable locations to avoid impacting on other habitats, and the creation of wildlife area and meadows. Ponds could also be included to recognise the existence of great-crested newts in the Parish, and green infrastructure provides an opportunity for planting larger species, unsuitable within housing developments. | Comment Support | Policy amended to include 'grasslands'. |
| SC7 | Cabinet | 92 | NE 2 | Policy | Draft Policy NE2 seeks to safeguard blue | Comment | Policy amended to |


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| | Member for Managed Growth Solihull MBC | | | | infrastructure (rivers, streams, brooks and ponds) from adjacent development. The policy has been amended to emphasise that some features may be seasonally dry, but still retain importance. It could be improved further by including a reference to actions and objectives of the River Basin Management Plan and Catchment Flood Management Plan, and by promoting the reinstatement of the natural flood plain and de-culverting of watercourses. | Support | include proposed text. |
| SC8 | Edward Bradford Highway Services Solihull MBC | 92 | NE 2 | Policy | <p>Slight amendment to the policy below if possible POLICY NE.2: Blue Infrastructure All new development should have regard to the actions and objectives of appropriate River Basin Management Plans, in striving to protect and improve the quality of water bodies. New development will be expected to safeguard existing rivers, streams, brooks and ponds both within and adjacent to development sites and should explore opportunities to contribute towards the objectives of relevant Catchment Flood Management Plans. Depressions and water courses might be seasonally dry, but a lack of water does not indicate a lack of value. Development proposals which adversely affect existing rivers, streams, brooks and ponds will not be supported and wherever possible should promote the reinstatement of the natural floodplain and the de-culverting of watercourses.</p> | Comment | Policy amended to include proposed text. |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 93 | NE 3 | Policy | The draft NDP proposes local green space designation for 15 green spaces to ensure their protection from development. The policy is supported by a local green space assessment prepared for the Parish Council by a planning consultant. This assessment tests the green spaces proposed against the criteria for designation set out in the NPPF. None of the sites appear controversial. | Support | Freehold landowner objected to local green space 5. SMBC has a 999 year lease on this land and supports inclusion of this land as local green space. |
| SC7 | Cabinet Member | 99 | NE 4 | Policy | Protection and enhancement of biodiversity is covered in draft Policy NE4, which has been strengthened by | Support | |

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| | for Managed Growth Solihull MBC | | | | deleting the words 'where possible' from the clause relating to net gains, although a similar clause could be removed from the point seeking retention of existing ecological networks. This is consistent with the NPPF, as well as DEFRA's 25 Year Environment Plan and the current Government consultation on Net Gain, which could be referenced under the policy. | | |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | 101 | NE 5 | | Draft Policy NE5 seeks to minimise air, noise and water pollution by requiring relevant development proposals to demonstrate how measures to minimise pollution have been considered. The policy resists proposals for development within the noise preferential route corridors either side of aircraft flight paths, or below arrival flight paths for Birmingham Airport, due to the noise impacts. The draft NDP includes a plan illustrating the areas covered by the noise preferential route corridors, which lie to the north and west of Balsall Common and mean that the policy could conflict with emerging proposals for development of brownfield land in the supplementary draft Local Plan. The Airport already has a noise action plan that covers noise from aircraft arriving and departing, and a night flying restriction on noise. Given that aircraft noise is covered by other legislation and regulations, it would be inappropriate to seek to control development through planning policy, particularly as this would have unintended consequences affecting other areas within and outside the Borough. | Object | Policy amended to require robust evidence with planning applications for sites within Noise Preferential Routes. |
| SC7 | Cabinet Member for Managed Growth Solihull MBC | | | Full Document | In summary and notwithstanding the above points, it is to be welcomed that the Parish Council has taken on board many of the informal comments from officers throughout the process so far. It is clear that a significant amount of work has gone into drafting the plan and this is to be commended. However, in order for the plan to meet the basic conditions, including the need to be in general conformity with the strategic policies of the development plan, the above comments | Comment | Noted |

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| | | | | | should be addressed. The Council's response to this formal pre-submission consultation is intended to further assist in the development of an effective and deliverable Neighbourhood Plan for Balsall Parish. The Council looks forward to on-going dialogue with the Parish Council through to formal submission of the NDP. | | |
| 19 | Councillor R Lloyd (Balsall Councillor) | 34 | CA 01 | Aspiration | I agree that there should be no large-scale housing development anywhere in the Balsall Common area until the major construction works for HS2 have been completed. | Support | Noted |
| 19 | Councillor R Lloyd (Balsall Councillor) | 35 | H 4 | Policy | In a), the word "compatible" is imprecise. I suggest it should say "The new use would not harm the amenity enjoyed by occupiers of surrounding land". | Comment | Policy amended to delete "compatible" and include proposed text. |
| 19 | Councillor R Lloyd (Balsall Councillor) | 39 | H 8 | Policy | The policy should state that planning permission arising from the policy should impose conditions so that the properties cannot be sold to persons outside the declared categories without an application to the Planning Authority. | Comment | Noted Considered that this would be overly restrictive and counter to Policies H 7 and H 8 to create mixed settlements. |
| 19 | Councillor R Lloyd (Balsall Councillor) | 45 | BE 1 | Policy | Planning permission granted under this provision should not permit the erection of new buildings within the curtilage. For example, garage space should be provided within the footprint of the existing building. | Comment | Noted |
| 19 | Councillor R Lloyd (Balsall Councillor) | 52 | BE 4 | Policy | I think there should be clearer requirements for the design of buildings. New agricultural and commercial buildings, where permitted within the Green Belt, should be coloured in subdued natural tones from dull red or brown, to olive green, and should avoid bright colours. When conversion of existing buildings within the Green Belt entails the fitting of new cladding, roofing, doors and windows, subdued natural tones from dull red or brown, to olive green should be used and bright colours should be avoided. | Comment | Noted |
| 19 | Councillor | 60 | BE 7 | Policy | Objections to renewable energy developments have | Comment | Noted |

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| | R Lloyd (Balsall Councillor) | | | | often been due to the visual intrusion and ugly design of the equipment. It would be helpful if the NDP said that proposals which harm the street scene and landscape with utilitarian installations and framework structures, and expanses of unnatural colour, would not be supported. | | Policy BE 7 states "Proposals which have an adverse impact on the character of the area will not be supported". |
| 19 | Councillor R Lloyd (Balsall Councillor) | 85 | CA 06 | Aspiration | <p>It's felt this aspiration should go into more detail, and should include some policy directions. The comments in 6.4.18 refer to the bus routes as they were prior to February 2019. At the time of writing, details of the revised services after that date aren't known: it's thought there could be some real improvements, for instance the restoration of services to Temple Balsall, but there is the risk of slower (more indirect) and less reliable services between Balsall Common and Solihull. In addition, both busses and trains in the neighbourhood suffer from primitive waiting facilities. The opportunity should be taken to press for:</p> <p>More frequent and regularly-spaced services, using smaller vehicles if appropriate, operating in the evenings and Sundays as well.</p> <p>More reliable services by choosing routes that avoid known choke points.</p> <p>Electronic indicator boards should be provided at all significant bus stops, with the relevant equipment fitted to all busses.</p> <p>Enclosed bus shelters should be provided at all significant bus stops, maintained by Transport for West Midlands and painted in colours appropriate to the setting.</p> <p>The seating in all waiting areas should be of non-metallic material to improve comfort in cold weather, and heating should be provided in the railway waiting rooms.</p> <p>The NDP should make the case for a direct bus service between Balsall Common and Solihull with a stop at Temple Balsall. This would require a bus lay-by which should be identified as a potential</p> | Comment | Policy amended to include suggested policy directions. |

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| | | | | | <p>infrastructure project.</p> <p>In 6.4.17, "post 2026" means after the start of HS2 services, which might be many years late. Support for the Mayor's desire to introduce expensive bendy-busses and dedicated bus lanes is unproven. Given the need for more road space to accommodate the expected proliferation of electric cars and self-driving cars, it is likely to be unpopular and counter-productive.</p> | | |
| 19 | Councillor R Lloyd (Balsall Councillor) | 86 | COM 4 | Policy | <p>The opportunity should be taken to call for improvements to public rights of way. The Highway Authority should be encouraged to ensure that gaps, gates and stiles are selected to be the least-restrictive option able to meet real safety and livestock needs, and are maintained to be fully compliant with BS5709:2018. The Highway Authority should be encouraged to ensure land occupiers keep foliage clear of pavements and footpaths and protect the surfaces of public footpaths, and to keep the pavements clear of parked vehicles.</p> <p>The NDP should set out opportunities for improving the network of public rights of way. For example, the permissive paths on Grange Farm should be upgraded to public RoW, [rights of way] and the definitive map should reflect the paths actually used.</p> | Comment | Policy amended to include proposed text. |
| 19 | Councillor R Lloyd (Balsall Councillor) | 93 | NE 3 | Policy | <p>The designation of an area as a Local Green Space does not assure public access. The NDP should identify particular sites where access is required, and make the case for seeking their protection as Village Greens. Green space owned by Solihull MBC or the developers should be designated by the owners to protect them in perpetuity. The Planning Authority should be urged to ensure that public green spaces in future developments are similarly protected.</p> | Comment | Noted |
| 20 | Resident | 27 | H 1 | Policy | <p>We suggest the "Built-Up Area Boundary" should not cut through our home and garden at Greenacre, Fernhill Lane.</p> <p>There is no reason for the boundary to follow the route</p> | Objection | Policy H1 amended. BUAB redrawn. |

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| | | | | | <p>across the property as currently drawn in the draft plan - it is not consistent with our neighbour "Heronsfoot" where the boundary has been drawn around the entire plot. We propose the alternative boundary as drawn in the attached image where the boundary is around the plot of land which forms the garden of the house.</p>  | | |
| 20 | Resident | 33 | H 3 | Policy | <p>We believe the scale of the new housing development (1050 homes) is excessive and shall not retain the village status of Balsall Common, turning it into a "small town" as you refer to in the consultation document. Against the interests and wishes of those who live here.</p> | Objection | Solihull Local Plan |
| 20 | Resident | 34 | CA 01 | Policy | <p>We agree that any new housing developments in Balsall Common should not be built until after the construction of HS2</p> | Support | Noted |
| 21 | Resident | 27 | H 2 | Policy | <p>I would like to register my opposition to the proposed development of the field between Frog Lane and Balsall Street East.</p> <p>I would however like to put on record my understanding that Balsall Parish Council do not support the development and have had to include Solihull Councils proposal for development of that land in their Neighbourhood Development Plan.</p> | Objection | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. |
| 22 | Resident | 27 | H 2 | Policy | <p>Please find below my response to the draft plan, specifically policy H2, your proposal that 'limited infilling within the village boundary as shown in Figure 6 will be supported in principle provided that the development agrees with 3 conditions'.</p> <p>I'm afraid I had to read this several times and look at Figure 6 several times as I couldn't believe that</p> | Comment | <p>BUAB redrawn.</p> <p>The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs.</p> |

despite all your consultations which made clear the level of objection to the range of sites proposed by SMBC, the Parish Council appears to be supporting them ALL 'in principle'. This isn't a representation of the views of the residents you are elected to serve! You will see from my address that I am bound to be particularly affected by the proposed development at Frog Lane, but I am flabbergasted that your own plan quotes that '77% respondents from Balsall Parish completing the 2017 Household Questionnaire support Balsall Street East as the southern boundary for developments in Balsall Common' - but that you are including this development in one you would support in principle. Again, how does this view represent the strong view given by residents that this area shouldn't be developed?

Further to my particular interest in Balsall Street East, however, I would like to express further dismay that you seem to be supporting ALL the areas proposed by SMBC for more housing. There is no need for this level of housing development and up to now these areas have been presented as alternatives. The Parish Council should be fighting to retain as much green space as possible and use brownfield sites - I know that is what came through the last survey but it appears this view of the majority is being ignored in this draft plan.

You have had my support up to this point because you have gone to great pains to give residents the opportunity to express their views - but you now seem to be ignoring those views and creating your own vision and I'm afraid I am in danger of losing my faith in the Parish Council's ability to truly reflect the views of those they are deemed to represent.

Please make sure that my feedback is represented at your meetings - I will expect to see it appear in the relevant Parish Council minutes.

I would also be interested in understanding from you

The Regulation 14

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| | | | | | the measures you are taking to make sure your consultation reaches those residents who will not be technologically savvy enough to read this draft plan via Dropbox and use the comments facility or be able to correspond with you electronically - it would be undemocratic of you to pursue this draft plan without a true effort to reach ALL residents of Balsall Common, and that might just be through pencil and paper. | | consultation on the draft NDP included copies of the plan at Balsall Common library and the parish office and included a postal address for written comments. |
| 23 & 24 | Residents | 27 | H 2 | Policy | We the under signed object to the extensive development in Balsall Common and in particular that which is to take place between Balsall Street East and Frog Lane. We understand that consultation on this closes on 25th January 2019. Does anyone on the NDP committee know the problems that exist on Balsall Street East during school time and yet you want to put more traffic on to it. During the day 20 / 30 mph is non-existent. The children will also be losing a playing field at this side of the village. We do not have the facilities to cater for the present population without increasing it. Please accept this as our objection to the proposed building between Balsall Street East and Frog Lane. | Comment | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |
| 25 | Resident | | | | I was dismayed to learn that The Parish Council have recommended in their draft plan for building to go ahead on the field between Balsall Street East and Frog lane. I recall that when you had feedback on the original plans there was an outcry to any development on this greenfield site especially as it encroaches on the wider green belt. Surely you should be looking at the alternatives which are available on the brownfield sites, and leave the green belt alone. Do we have to hope that Solihull are reviewing all applications which go against this principal? | Comment | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |

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| 26 | Resident | | | | I was shocked to receive in my letter box a document saying that Balsall Parish Council support the development of houses on the green fields between Balsall Street East and Frog Lane. These fields are Greenbelt and are home to a number of wildlife species (including Owls) with a number of mature Oak trees, all of which would be lost to needless development. Instead Brownfield sites should be developed. | Comment | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |
| 27 | Councillor Sheila Cooper (Balsall Councillor) | 4 | 1.6 | Introduction | Page 4 para 1.6 This statement is outside the scope of the NDP Process | Objection | Not accepted, relevant background to NDP. |
| 27 | Councillor Sheila Cooper (Balsall Councillor) | 5 | 1.9 | Introduction | Page 5 item 1.9 This item is outside the scope of the Draft NDP and should not be included in the Draft NDP | Objection | Not accepted, relevant background to NDP. |
| 27 | Councillor Sheila Cooper (Balsall Councillor) | 64 | CA 02 | Aspiration | items within the Balsall Parish Draft NDP document referring to projects solely within Berkswell Parish are also outside the scope of the Balsall NDP Process: • The area of Berkswell Parish within the village and shopping centre of Balsall Common | Objection | Not accepted |
| 27 | Councillor Sheila Cooper (Balsall Councillor) | 67 | CA 03 | Aspiration | items within the Balsall Parish Draft NDP document referring to projects solely within Berkswell Parish are also outside the scope of the Balsall NDP Process: • The By-Pass | Objection | Not accepted |
| 27 | Councillor Sheila Cooper (Balsall Councillor) | 67 | CA 03 | Aspiration | items within the Balsall Parish Draft NDP document referring to projects solely within Berkswell Parish are also outside the scope of the Balsall NDP Process: • The HS2 Haul Route down Hall Meadow Road through the Berkswell Gate Housing Development. | Objection | Not accepted |
| 27 | Councillor Sheila | | | Full Document | The data quoted throughout the Draft NDP Document is misleading and often inaccurate. It is unlikely to be | Objection | Not accepted |

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| | Cooper (Balsall Councillor) | | | | understood by the majority of members of the public and not conducive to extracting responses from the public. | | |
| 28 | Developer Spitfire Homes IM House South Drive Coleshill B46 1DF | 19 | 4.0 to 4.17 | Character Appraisal | <p>The Parish Council will be aware that on the 17th January Solihull MBC reported to Cabinet their Local Plan Review Supplementary Consultation which included concept masterplans for draft housing allocations in the Local Plan along with further sites for consideration for residential development (Appendix b and c of Cabinet Report). The draft masterplans for sites shown to be allocated within the Balsall Common and Berkswell area shows the number of residential units across sites at Frog Lane, Windmill Lane and Barratts Farm which seek to deliver approximately 1,230 dwellings which has increased from the initial Draft Local Plan. Additional housing sites are also due to be considered as part of the Local Plan consultation that is due to commence on the 25th January for a period of 6 weeks.</p> <p>The character appraisal for Balsall Common identifies key areas and characteristics within the settlement. It is important to note that the character of areas K, L and C will change as a result of the allocation of land at Barratts Farm for approximately 900 dwellings. As currently shown, the draft masterplan for this site published by Solihull MBC confirms the site has the potential to deliver a range of low, medium and high density housing along with public open space and a school.</p> <p>The Neighbourhood Plan should therefore be updated to reflect the emerging Local Plan which seeks to increase the level of new homes to be provided at Balsall Common and Berkswell.</p> | Comment | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. |
| 28 | Developer Spitfire Homes IM House South | 24 | 5.1 to 5.16 | Vision | Spitfire agree with the Parish Vision set out within Neighbourhood Plan however it should be noted in respect of para 5.7 that draft allocations currently identified for Balsall Common and Berkswell in the Draft Local Plan places a reliance on large strategic | Support | Noted |

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| | Drive Coleshill B46 1DF | | | | sites being promoted by land promoters. Therefore it is likely that the delivery of such sites will occur later in a plan period resulting in housing delivery concerns early on in the plan period. The design of these schemes is also unknown until the site has been acquired by a housebuilder. | | |
| 28 | Developer Spitfire Homes IM House South Drive Coleshill B46 1DF | 27 | H 1 | Policy | In light of the emerging Solihull Local Plan and potential allocation of new sites to deliver the Borough and wider Housing Market Areas housing needs it is considered the Built-Up Area Boundary cannot be confirmed until allocations have been tested through the local plan examination and any unresolved objections satisfied. Land at Oakes Farm should also be considered for residential development by Solihull MBC in accordance with the enclosed delivery document in order to reduce the quantum of development proposed to be delivered at Barratts Farm which is considered to be unrealistic given the site constraints and proposed infrastructure that is due to be delivered within close proximity of this site. | Comment | BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |
| 28 | Developer Spitfire Homes IM House South Drive Coleshill B46 1DF | 33 | H 3 | Policy | As noted above, Solihull MBC are proposing to deliver more homes at Balsall Common/ Berkswell which currently stands at approximately 1,230 dwellings. Additional sites have also been included in the supplementary consultation which is due to commence on the 25th January following Cabinet approval on the 17th January. Land at Oakes Farm, Meadow Farm and Old Waste Lane are considered to be deliverable housing sites that could make a valuable contribution towards delivery much needed quality market and affordable homes for Balsall Common and Berkswell in the short term. Solihull have relied heavily upon strategic sites that are controlled by land promoters which could result in delays in the delivery of new homes in the short term. Policy H3 requires amending to reflect the emerging | Comment | Policy H 3 deleted. |

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| | | | | | Local Plan which should be confirmed as a minimum housing number for the area. | | |
| 28 | Developer Spitfire Homes IM House South Drive Coleshill B46 1DF | 34 | CA 01 | Aspiration | New market and affordable homes are required to be delivered now for the Borough in order to address the housing needs for the area. Whilst the delivery of any proposed allocations in a phased manner is considered appropriate and allows for local infrastructure to be enhanced and adapt accordingly, this cannot occur after the completion of HS2 which would result in significant implications to the Borough and the Council's housing land supply. | Comment | Noted Aspiration amended. |
| 28 | Developer Spitfire Homes IM House South Drive Coleshill B46 1DF | 39 | H 7 | Policy | <p>The policy seeks to implement a very strict housing mix for market housing development proposals. Spitfire question the need for such a detailed criteria to assess housing mix of allocated and unidentified sites. The housing mix sought by the Neighbourhood Plan should be justified by technical evidence and the only technical evidence that informs the policy is the Strategic Housing Market Assessment. Indeed it is suggested that the housing mix requirements should be much more flexible to ensure sites that have site specific deliverability issues as well as smaller sites that come forward for development to help meet housing needs in the short term. This policy should also have regard to the location of a site and what else is being delivered in the area.</p> <p>A requires for 10% bungalows as a minimum on sites should also be reviewed and may only be achievable of larger development sites given the land requirements needed to deliver this house type. It should also be noted that downsizer units should not be restricted to bungalows. A high percentage of Spitfire's customer base comes from downsizers who wish to live in quality accommodation varying in size and scale.</p> <p>The housing mix policy should therefore be reviewed in accordance with the emerging Local Plan.</p> | Objection | Policy amended to include a range in housing mix by dwelling type. Policy H7 amended to "at least 10% bungalows or other suitable accommodation unless there are site specific reasons why this would not be appropriate. |
| 28 | Developer | 49 | BE 3 | Policy | Spitfire are passionate about design and the delivery | Support | Noted |

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| | Spitfire Homes IM House South Drive Coleshill B46 1DF | | | | of high quality news homes that respond to their local context. In accordance with the National Planning Policy Framework, well designed new homes should be supported and use quality materials. The principles of Policy BE3 are therefore supported. | | |
| 28 | Developer Spitfire Homes IM House South Drive Coleshill B46 1DF | | | Full Document | <p>In summary. Spitfire would like to make the following recommendations to the Neighbourhood Plan.</p> <ul style="list-style-type: none"> The neighbourhood Plan should be in general conformity with the emerging Local Plan which currently proposes approximately 1,230 dwellings for Balsall Common and Berkswell. Future allocations may also be potentially included and therefore this housing number should be set as a minimum. Spitfire suggest that a greater number of sites should come forward to deliver housing rather than large 'suburban' style housing allocations that do not reflect the local character of the surrounding area. Land at Oakes Farm, Meadow Farm and Old Waste Lane is available and deliverable to deliver market and affordable homes. Spitfire have a general intention to deliver housing on sites within their control within the next 5 years which will help to ensure the Borough can maintain a rolling 5 Year Housing Land Supply. The neighbourhood plan should acknowledge that the character of the area will change as a result of the Council's reliance on large strategic sites in the emerging local plan. Smaller sites should therefore be considered as alternatives. The neighbourhood plan should not seek to impose a stringent housing mix on developers as this may have implications upon the density of development and result in schemes being out of character with the local area. | Comment | The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. |
| SC9 | Deborah | 101 | NE 5 | Policy | The AEF supports Policy NE.5 on Minimising | Support | Policy amended to |

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| | Lovatt Aviation Environment Foundation | | | | <p>Pollution.</p> <p>Since the cancellation of PPG24 on Planning and Noise (ref: https://webarchive.nationalarchives.gov.uk/20120919201012/http://www.communities.gov.uk/archived/publications/planningandbuilding/ppg24), there has been no specific guidance available to local authorities on how to assess and mitigate the impacts of aircraft noise on proposed developments. In the absence of national guidance, using the Neighbourhood Development Plan to require development proposals to demonstrate that likely exposure to noise (and emissions) has been taken into account and mitigated, as far as is reasonably practical, is justified.</p> <p>It is not always possible to mitigate noise impacts. Without appropriate ventilation, the need for open windows, often for long periods of the year, reduces the effectiveness of insulation. Similarly, gardens and open public spaces cannot be insulated. Therefore, where noise levels are likely to be higher, under the arrival path and close to the NPR corridors, it's unlikely that insulation can provide effective protection 24 hours a day. In these circumstances, it is reasonable for the neighbourhood plan to resist proposals for new development in order to protect the health of communities. As the plan notes, the World Health Organisation (Europe Region) has recently published guidance on environmental noise which has specific recommended exposure levels for aircraft noise for the day and night period. While these are not regarded as limit values, public health impacts can be expected above these thresholds and WHO Europe recommends, therefore, that policy action should be taken to limit noise exposure above these levels.</p> | | require robust evidence with planning application for sites within Noise Preferential Routes. |
| 29 | Resident | 64 | CA 02 BE 8 | Aspiration Policy | I would like to emphasise the importance of considering appropriate access and the careful | Comment | Berkswell neighbourhood area. |

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| | | | | <p>management of speed, traffic and parking problems on Balsall Common roads before any further development in and around the village proceeds. Since I moved to Balsall Common three years ago, I have been shocked and worried by the significant increases in the volume, acceleration and speed of traffic on Meeting House Lane and Station Road. I appreciate that my road (Meeting House Lane) is just outside the boundary for this consultation, however, given the proximity of my home to the Balsall Parish (the boundary is at the end of my garden and at the top of my road, a few metres from my house), issues relating to my road being inextricably linked to this plan and the fact that my parish is still within SMBC, I will still comment on matters affecting my road here. The so-called traffic calming measures on my road are completely useless, especially from Blessed Robert Grissold to the shop end of Meeting House Lane. The speed bumps are almost completely flat (please see attached photographs) and do nothing to slow the speed of cars racing to and from the village centre or using my road as a 'rat run' through Balsall Common. In fact, traffic accelerates on this part of the road, I think because drivers seem to want to drive as fast as they can going into or coming out of the slalom, where they know they will be forced to slow down for a short period.</p> <p>In the last two years, two of my cats have been hit by cars and killed on Meeting House Lane and Station Road. This has been incredibly upsetting and quite a shocking statistic when you consider that I have had many cats as part of my family for 33 years in various locations around the country (including on a road off the A38 leading into Bristol city centre) and never experienced any of them being involved in accidents until I moved to Balsall Common. I am so concerned about the safety of animals on my road that I have felt compelled to ask my parents to look after my</p> | | |
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| | | | | <p>remaining cat at their house in another part of the West Midlands.</p> <p>This may not be considered a big issue to people who are not animal lovers but I can assure you that it is a great source of distress to me and others in Balsall Common who care about animals. I would hope, however, that everyone in Balsall Common and at SMBC will care about the safety of the many Balsall parish runners, dog walkers, children walking to and from school, and various others that use Meeting House Lane to walk down every day, often in the middle of the road because of the lack of any/proper pavements in many places on the road.</p> <p>The other evening, I was driving very slowly down my road and still had to swerve to avoid runners using one side of the road and a parent with a child in a pushchair on the other side of the road (where there are no pavements). If I was one of the people that use my road to speed down as a cut through, I think that there could easily have been an accident. I am saddened that my elderly neighbour is afraid to walk down our road to go and see her friend because of this problem with traffic and lack of proper pavements/traffic calming.</p> <p>The point that I am making is that the current speed and volume of traffic is untenable and we need SMBC to do something about it before considering any further developments in Balsall Common, including development on the field owned by my church. It would be irresponsible and dangerous to do anything else.</p> <p>My strong recommendation and plea is that SMBC considers the following:</p> <p>Blocking off Meeting House Lane to vehicular traffic, either at the village end (where the new shared space is proposed to start) or after the Catholic Church so that, in effect, it becomes two cul-de-sacs for vehicles. If the latter option was taken, one end of the road</p> | | |
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| | | | | <p>could be used for access to the tennis club and the other for the church, making it a fair distribution of traffic. This would prevent people inside and outside of the village using it as a rat run. I have been quite frustrated to learn from two colleagues at work who do not live in Balsall Common that their live satellite navigation software directs them to come down Meeting House Lane when driving in/through the village (e.g. from the motorway to the University of Warwick, and when driving from the University of Warwick to the Indian restaurant on the Kenilworth Road).</p> <p>Making the speed limit on Meeting House Lane and Station Road 20 miles per hour and installing proper traffic calming measures (e.g. more aggressive speed bumps, more slaloms, one way traffic etc).</p> <p>I definitely support redeveloping the village centre but I would ask that the measures proposed above are implemented first so that more and more people don't use Meeting House Lane as a short cut to the village centre or to park on during any disruption when the redevelopment is happening.</p> <p>I currently experience significant problems with village shoppers parking on the double yellow lines near my house, on the single yellow lines during restricted periods, on the pavement and across my drive. This means that I would certainly welcome improved parking in the village but I would also implore Balsall Parish Council and SMBC to put up signage for the existing car park behind Tesco. Visitors and newcomers to the village often do not know the car park is there. I would also ask that SMBC sends parking enforcement officers to Balsall Common on a regular basis to encourage drivers to start parking legally, safely and considerately when accessing the village centre.</p> <p>I was surprised to see that the NDP is using traffic data from 6 years ago. This will be of little use as I can</p> | | |
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| | | | | | tell you that traffic has significantly increased, even in the last 3 years. I would strongly recommend that Balsall Parish Council and/or SMBC conducts a study of local traffic volumes and speeds to update its data before allowing any developments to proceed. | | Noted Latest available data provided by SMBC. |
| 29 | Resident | 67 | CA 03 | Aspiration | I definitely support the creation of a bypass to help deal with the significant problem of commuters from outside of Balsall Common using the village as a short cut instead of local A roads and motorways. | Support | Noted |
| 29 | Resident | 27 | H 1 | Policy | I wholeheartedly support a boundary for village development and protection of the green belt. Government to protect the green belt. | Support | Noted |
| 29 | Resident | 33 | H 3 | | I am still dismayed by the fact that the village of Balsall Common is one of few areas - and one of even fewer small communities - being expected to shoulder the brunt of the burden of additional housing in Solihull. Surely there should be a more even distribution across the borough and all areas should be expected to take a reasonable share of additional housing, taking into account their current size and character and the impact that development will have? I think it is very sad that a village is being turned into a town in a beautiful area when there are other areas of the borough unaffected, and when we are already having to deal with HS2. | Objection | Policy H 3 deleted |
| 29 | Resident | 35 | H 4 | Policy | I would like to see this policy strengthened to emphasise a commitment to always using brownfield sites or previously developed green belt sites when these are available in the area. The policies of a Conservative council should reflect the commitments of the West Midlands Mayor and the Government to protect the green belt | Support | Policy amended to reflect restriction to brownfield sites in Green Belt. |
| 29 | Resident | 34 | CA 01 | Aspiration | I absolutely support the need for housing developments not to begin until after HS2 is completed. To do anything else would be to destroy Balsall Common and make the lives of people living here a misery for years. | Support | Noted |

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| 29 | Resident | 38 | H 6 | Policy | There should not be rural exemptions for affordable housing in Balsall Common. Given that its clear one of the main needs in the area is for affordable housing, this would give developers carte blanche to build across the green belt and, before we know it, Balsall Common will be a suburban wasteland. | Objection | Policy amended to delete rural exception sites. |
| 29 | Resident | 43 | H 9 | Policy | I very much welcome these policies and am keen to see many more signposted public footpaths and walking routes, as well as cycle paths and more pedestrian crossings. I would like to see the Kenilworth Greenway extended and access improved so that people in the village can more easily and more safely cycle to areas like Kenilworth, Berkswell, the University of Warwick, Knowle, Barston etc. It's very sad that it's not very easy to access the greenway in certain parts (e.g. having to haul a bike over a stile). I'm also keen to see safer pedestrian routes in and around the village to encourage more people to walk to the village centre. | Support | Noted |
| 29 | Resident | 86 | COM 4 | Policy | I very much welcome these policies and am keen to see many more signposted public footpaths and walking routes, as well as cycle paths and more pedestrian crossings. I would like to see the Kenilworth Greenway extended and access improved so that people in the village can more easily and more safely cycle to areas like Kenilworth, Berkswell, the University of Warwick, Knowle, Barston etc. It's very sad that it's not very easy to access the greenway in certain parts (e.g. having to haul a bike over a stile). I'm also keen to see safer pedestrian routes in and around the village to encourage more people to walk to the village centre. | Support | Noted |
| 29 | Resident | 52 | BE 4 | Policy | It is vital to retain the rural feel and character of Balsall Common if it is to remain a desirable place to live. That's the reason that many people like me choose to live here. c) - no exemption to height restrictions in village centre | Objection | Noted |

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| | | | | | I would ask that there are no exemptions to height restrictions in the village centre given that the village centre is surrounded by residential property that would potentially be adversely affected by such a policy. f) - keeping approaches rural with grass verges I agree that this is desirable but it must go hand-in-hand with ensuring access to housing developments is only from appropriate roads. Access should not be from narrow residential lanes without proper pavements as this is very dangerous. | | |
| 29 | Resident | 55 | BE 5 | Policy | Developments should definitely be small in size overall and within small clusters of housing that are not identical. We don't want Balsall Common to look like a mini version of Milton Keynes or for developments to create a suburban sprawl. | Support | Noted |
| 29 | Resident | 69 | BE 9 | Policy | I support this policy but think it should go further - I think that there should be a minimum of two off road spaces per dwelling given the higher than average car usage in the area and the need to prevent further parking problems in the village. | Support | Noted |
| 29 | Resident | 85 | CA 06 | Aspiration | There definitely needs to be a more regular and later running bus service in Balsall Common. I would also like to see more regular and later running train services and a larger car park at the train station. The station and roads near the station cannot cope with existing demand for parking, let alone if there are over 1000 more homes in the area. | Support | Noted |
| 29 | Resident | 89 | 6.5 | Strategy | It's vital that natural habitats, wildlife and biodiversity are protected to highest level possible and that developers are forced to take their responsibilities in this seriously. The nature in and around Balsall Common is one of the village's most attractive qualities. | Support | Noted |
| 29 | Resident | 101 | NE 5 | Policy | I would ask that this policy acknowledges the need to ensure that any redevelopment or expansion within the village centre avoids possible noise and light pollution for nearby residents. I am already woken up on a regular basis by the noise of lorries driving | Comment | Noted |

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| | | | | | through the village centre and delivering to the Co-op very early in the morning and am keen to avoid such issues being exacerbated. | | |
| SC10 | Balsall Common Village Residents Association | 4 to 9 | 1.1 to 1.22 | Introduction | <p>We are pleased that residents across the whole of Balsall Common encompassing both parishes were consulted during the process. We note reference to the Governance Review, but with this now concluded we believe in the interest of community cohesion it would be preferable to remove reference to this from the NDP.</p> <p>We understand the estimated 1050 homes referred to in 1.19 is understated based on information contained in the existing Solihull Draft Local Plan, and has now been further increased under SMBC's latest proposals for homes in the two parishes, and should be amended.</p> | Comment | <p>Establishing NDP neighbourhood area background is important introduction to the plan.</p> <p>The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. Para 1.9 to be reworded for clarity</p> |
| SC10 | Balsall Common Village Residents Association | 10 to 12 | 2.0 to 2.15 | Process Overview | As an association representing residents of Balsall and Berkswell parishes we believe consultation and co-operation with Berkswell Parish Council and its NDP Steering Committee would have been beneficial, as there is a great deal of common ground affecting residents in the wider community, and this could have strengthened both NDP's. | Comment | Noted |
| SC10 | Balsall Common Village Residents Association | 27 | H 1 | Policy | <p>We note there is support in the NDP for the proposed housing allocations in the Solihull Local Plan affecting our area, contrary we believe to the view of most residents, and we would welcome the evidence for this statement of support.</p> <p>We understand development locations are outside the remit of an NDP, and are concerned the wording of these policies could give developers an opportunity to use them in support of their development plans.</p> | Comment | <p>Policy amended for clarity.</p> <p>The plan recognises that the Solihull Local Plan review will allocate strategic housing sites that will meet local housing needs. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations.</p> |
| SC10 | Balsall Common Village | 37 | H 6 | Policy | We note the NDP supports development adjacent to Oakley, an area with limited public transport (4.15) making it an unsustainable location under current | Comment | Policy H 6 amended and support of rural exception sites adjacent to Oakley |

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| | Residents Association | | | | guidelines. Again this could be used by developers to their advantage. Evidence supporting development of Oakley in this policy would be appreciated. | | deleted. |
| SC10 | Balsall Common Village Residents Association | 41 | H 8 | Policy | It is our opinion this policy as worded could encourage development in the Green Belt under 'exceptional circumstances' guide lines, something we believe our residents are strongly opposed to. The policy should also be strengthened by the elderly accommodation being centrally located for ease of access to local amenities such as shops and doctors surgery. | Comment | Noted NDP Policies do not override national Green Belt policy. Development proposals will be considered on their merits by the LPA. |
| SC10 | Balsall Common Village Residents Association | 43 | H 9 | Policy | We welcome this policy, and believe this is a prime example of where residents of the area would benefit by the two parishes working together to develop improved walking and cycling routes linked throughout our area. There is no mention of those with disabled mobility, and we suggest this is addressed in the next draft. | Support | Noted. Policy amended to include mobility scooters. |
| SC10 | Balsall Common Village Residents Association | 49 52 55 | BE 3 BE 4 BE 5 | Policy Policy Policy | It is our opinion these policies could have been strengthened by having common aims and proposals in both NDP's. We again refer to the benefits of consultation and co-operation between both parish councils, and site Green spaces between existing and new development is an example of this. | Comment | It is not advisable to take policy drawn from another plan that has not gone through an examination process. |
| SC10 | Balsall Common Village Residents Association | 64 | CA 02 | Aspiration | We welcome an aspiration for improving the Village Centre, but have reservations about the practicalities of implementing a 'shared space' environment in a busy confined area. As part of the Centre is in Berkswell parish, consultation with Berkswell Parish Council would be essential to add weight to any proposals, and we enquire whether Berkswell Parish Council has been consulted on these proposals, for without their co-operation and support it is difficult to see how it can be implemented and get the support of most residents. | Comment | Aspiration CA 2 amended to: "the review of this and viable alternatives should be led by SMBC through consultation with Balsall and Berkswell Parish Councils" |
| SC10 | Balsall Common Village Residents | 76 | ECON 2 | Policy | We support the expansion of Home Working, but this does not deal with the growing problems caused by multiple vans parked at a single residential address; an issue raised by residents recently. The policy as | Support | Noted |

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| | Association | | | | worded may also encourage inappropriate workshop and office development in residential areas. | | |
| SC10 | Balsall Common Village Residents Association | 77 | ECON 3 | Policy | We support the aspiration of developing a 'café culture' referred to in Aspiration CA.02, but this policy does not seem to support such aspiration. | Comment | Noted |
| SC10 | Balsall Common Village Residents Association | 78 | ECON 4 | Policy | This policy could be interpreted by developers as encouraging development in the Green Belt, which we are sure is not its intent, so would suggest it is reworded for clarity. | Comment | Supported "providing they do not conflict with Green Belt restrictions and other policies in this plan". |
| SC10 | Balsall Common Village Residents Association | 86 | COM 4 | Policy | As with H.9 there is no mention of disability access. Perhaps the two policies should be combined. | Comment | Noted |
| SC10 | Balsall Common Village Residents Association | 99 | NE 4 | Policy | We support the biodiversity policy, but while due regard is given to the decline in the hedgehog population recent research has identified reduction of foraging areas due to gardens lost to car parking as being a major contributor. This also applies to developments without grass verges, and we believe the policy should be strengthened to address these issues. | Comment | Noted Policy BE 4 requires new developments to respond to local character, this would include grass verges. Policy NE4 wording to point d) amended to include verges. |
| SC10 | Balsall Common Village Residents Association | | | Full Document | Whilst it is too late for Berkswell NDP to adopt some of the good proposals within the draft Balsall NDP, we would hope that you will review the appropriate proposals within the Berkswell NDP to consider whether for the benefit of residents any should be incorporated within the Balsall Parish NDP. The BCVRA recognises that a great deal of work has gone into the production of the draft NDP, and thanks all of those involved. | Comment Support | Balsall Parish NDP policies are derived from evidence gathered during the NDP process. It is not advisable to take policy drawn from another plan that has not gone through an examination process. |

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| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston B16 8PE | 22 | 4.12 | Character Assessment | Para 4.12 of the Neighbourhood Plan indicates that the site is positioned furthest away from the services available in Balsall Common and notes that public transport does not serve the recently developed area. As a point of clarification, as set out in Catesby Estates Vision Framework (see Appendix 2) prepared for their land interests, the site is considered to be in a sustainable location. Pages 14 and 15 of the Vision Framework identify that there are bus stops within 490m of the land on Kelsey Lane, and primary and secondary schools within 1km. The majority of the local services of Balsall Common are within 1.6km (1 mile) on Station Road. [appendices excluded] | Comment | Noted |
| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston B16 8PE | 27 | 6.1 | Strategy | The Parish Council's Objective of supporting housing allocations identified in the currently emerging Local Plan is supported and considered to be acceptable. Para 28 of the National Planning Policy Framework (NPPF) (2018) makes provision for non-strategic policies, such as those in neighbourhood development plans, to allocate sites for development. Para 29 states that "Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies" and Neighbourhood Plans are required to be in general conformity with the strategy policies contained in any development plan that covers their area. NPPF para 31 states that the preparation and review of all policies should be "underpinned by relevant and up-to-date evidence." | Support | Noted Strategy amended to recognise that Solihull Local Plan strategic site allocation will meet local housing needs during the plan period. |
| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston | 27 | H1 | Policy | Para 136 of the NPPF also indicates that "Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans." Planning Practice Guidance (PPG) Para 083 Ref ID: 41-083-20170810 requires a draft Neighbourhood | | Policy H 1 amended. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |

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| | B16 8PE | | | | Plan or Order to be in general conformity with the Development Plan in order to meet the basic conditions tests. It also goes on to state that although a neighbourhood plan is not tested against the policies in an emerging Local Plan, <i>“the reasoning and evidence informing the Local Plan process is likely to be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested.”</i> | | |
| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston B16 8PE | 33 | H 3 | Policy | <p>The Neighbourhood Plan is being promoted against the backdrop of the adopted Solihull Local Plan (2017) but also has reference to the emerging Solihull Local Plan Review and Brownfield Land Register as well as technical background documents produced by / commissioned for both Solihull Metropolitan Borough Council (MBC) and the Balsall Common Parish Council.</p> <p>The emerging Solihull Local Plan is informed by relevant technical evidence including, inter alia, a Green Belt boundary review, brownfield land register and Strategic Housing and Employment Land Availability Assessment (SHELAA) 2016. Exceptional circumstances for Green Belt land release have been identified (Solihull Strategic Housing and Employment Land Availability Assessment (SHELAA) 2016 (Executive Summary, page ii)). The emerging Local Plan has therefore sought to identify deliverable sites which are suitable for Green Belt release whilst protecting the fundamental aims of the Green Belt and ensuring the revised boundary can endure beyond the Plan period. The emerging Balsall Common Parish Neighbourhood Plan proposed allocations of land for residential development that are in accordance with the emerging Solihull Local Plan. With reference to national planning guidance this is considered acceptable as the Neighbourhood Plan is based on relevant and up-to-date evidence at a strategic level in accordance with the</p> | Noted | Policy H 3 deleted. The plan recognises that Solihull Local Plan strategic site allocation will meet local housing needs during the plan period. |

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| | | | | | <p>NPPF and the Planning Practice Guidance. In accordance with NPPF para 136 and the PPG which indicates that emerging Local Plan evidence is a relevant consideration for whether Neighbourhood Plans meet the Basic Conditions tests, the Neighbourhood Plan is therefore able to make detailed amendments to the Green Belt boundaries, and can identify sites for development. It is therefore considered that the Neighbourhood Plan can be progressed to adoption in advance of the Local Plan (rather than wait for it).</p> <p>The identification of land at Windmill Lane / Kenilworth Road for residential development in the Neighbourhood Plan is supported. The proposed allocation represents a natural extension to Balsall Common which reflects the limited landscape impact that would result and the site's proximity to a good range of services and facilities. The rationale for its identification is considered to be sound and it would not harm the purposes fulfilled by the remainder of the Green Belt land in the administrative area.</p> <p>The proposed allocation of land at Windmill Lane / Kenilworth Road and Policies H.1 and H.3 of the draft Neighbourhood Plan will meet the test of Basic Condition (e).</p> | | |
| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston B16 8PE | 34 | CA 01 | Aspiration | <p>It is considered that Community Aspiration: CA.01 New Homes fails Basic Condition test (a) as it is not in accordance with any national policy, advice or guidance.</p> <p>As set out in the High Speed Rail (London – West Midlands) Act 2017; Chapter 7, Part 16 allows for the use of roads on identified land, which includes within the Solihull MBC area, for the passage of persons or vehicles for Phase One construction purposes. This is acknowledged and it is also accepted that construction works for High Speed 2 rail (HS2) will take precedent over local development projects, at the appropriate time.</p> | Objection | Aspiration amended. |

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| | | | | | <p>However, it is also understood that work for a haulage route for HS2 construction around Balsall Common is currently being developed. This should ensure no disruption to the main roads through Balsall Common and there is no evidence or adopted policy to indicate that much needed residential development cannot come forward ahead of the completion of HS2 in 2026.</p> <p>Arrangements for the construction of new homes during the duration of HS2 works can be adequately controlled via planning conditions / Construction Management Plans and as such there is no need for a blanket restriction via the Neighbourhood Plan. Furthermore, such a restriction would also fail the test of Basic Condition (a) as it would not contribute to the Government's rhetoric in the NPPF to 'significantly boost' housing land supply in England by unnecessarily delaying the delivery of suitable residential development sites. The proposed aspiration should be deleted from the Neighbourhood Plan.</p> | | |
| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston B16 8PE | 39 | H 7 | Policy | <p>There are two brief points made in respect of this policy. Firstly, the Neighbourhood Plan should amend the affordable housing requirements to accord with both national and local policy requirements for affordable housing. Reference to Policy P4 of the Solihull Local Plan (adopted 2013) is incorrect as this was amended through an addendum to the Solihull 'Meeting Housing Needs' Supplementary Planning Document, in June 2016 to reflect Government policy (Ministerial Statement HCWS50, November 2014). Amending this reference would ensure this part of the policy accords with Basic Conditions tests (a) and (e). Secondly, the requirement for development sites to seek to provide a housing mix that accords with the Solihull MBC latest Strategic Housing Market Assessment (SHMA) and take account of local need, with built-in flexibility should requirements change is in</p> | Comment | Noted Reference to Policy P4 amended to read "Affordable Housing should be provided in accordance with the latest relevant policy" |

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| | | | | | principle in accordance with Basic Conditions (a) and (e). It is not clear how the housing mix requirements set out in the policy have been derived and it could be useful if this point is clarified. | | Noted, explanation enhanced. |
| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston B16 8PE | 61 | BE 8 | Policy | As drafted, bullet point b) of Policy BE.8 relating to highway safety and impacts, would fail Basic Condition test (a) as it is contrary to national policy. The draft Policy states that in order to be acceptable, all development proposals should demonstrate 'no demonstrable adverse impact on the capacity and operation of the local highway network'. NPPF paragraph 109 states that "development should only be prevented or refused on highway grounds if ... or the residual cumulative impacts on the road network would be severe." Bullet point b) of Policy BE.8 as drafted should be amended in order to be compliant with national policy and guidance. | Comment | Policy amended to include "severe". |
| 30 | Developer WYG (For Catesby Estates Ltd) 54 Hagley Road, Edgbaston B16 8PE | 85 | CA 06 | Aspiration | There is no in principle objection to Community Aspiration CA.06. As part of any future planning application, a justified and reasonable contribution to improving public transport in the form of bus services through a planning obligation would be acceptable and agreeable to Catesby Estates. Notwithstanding, the commentary at para 6.4.17 that allocated development sites should not be completed until post 2026 when SPRINT Transit buses are introduced, is objected to. It is understood that the purpose of introducing SPRINT style bus systems is to improve journey times for bus services as an alternative to the private car. However, there is no evidence to suggest that such a service is required prior to the occupation of any new housing developments, or that they would be considered unsustainable from an accessibility point of view without the SPRINT service, which will be delivered with or | Objection | Noted |

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| | | | | | <p>without the proposed site allocations around Balsall Common. Indeed, new development would be likely to contribute to the usage and longevity of such a service.</p> <p>The Neighbourhood Plan has provided no evidence to support a proposed restriction on the development of allocated sites until post 2026 / the introduction of the SPRINT style bus service and as it is not based on any adopted Development Plan policy, para 6.4.17 should be removed from the Neighbourhood Plan as it fails Basic Condition test (e).</p> | | |
| SC11 | Nikki Bains Planning Manager Birmingham Airport | 101 | NE 5 | Policy | <p>Whilst we support the need to minimise pollution, we consider that part of the policy, together with the explanation for the policy should be re-worded in order to clarify exactly when development should be resisted. This is because it cannot be assumed that all new housing will result in unacceptable levels of noise for future occupiers.</p> <p>In addition to the above, we recommend that the draft wording be amended to avoid any potential challenges from developers. Our suggested re-worded policy will only allow new housing in these locations, where future occupiers will not be subjected to unacceptable levels of noise.</p> <p>We therefore recommend that the policy and explanation be re-worded as follows: 'Policy NE.5: Minimising Pollution Proposals to build new homes within the noise preferential route corridors either side of the Standard Instrument Departure (SID) flight paths or below arrival paths should be accompanied by robust evidence which demonstrates that they would not be exposed to unacceptable levels of noise. In the event of the evidence demonstrating that there will be an unacceptable level of noise, the development should then be resisted.</p> <p>Explanation</p> | Comment | Policy amended based on text provided. |

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| | | | | | <p>Balsall Parish is six miles south of Birmingham airport. The background noise level and particularly at night is extremely low making individual aircraft noise particularly disturbing to residents. Departure Flight paths from runway 15 (Fig.14) and arrival flight paths to runway mean that aircraft are overflying within this vicinity 24 hours a day in airspace below 7000 feet causing noise disturbance. Departing aircraft are required to remain within the Runway 15 NPRs at Birmingham until they have climbed 4,000 feet, (this only applies to southbound aircraft). To limit the number of residents adversely affected by aircraft noise, new housing proposals should only be built within the noise corridors either side of the flight paths, subject to the submission of robust evidence demonstrating that future occupants would not be subjected to unacceptable levels of noise disturbance.'</p> | | |
| 32 | Resident Berkswell parish | | | Full Document | <p>It is far too long because it contains unnecessary extraneous information and repeats the same aspirations under numerous heads. Many of the maps cannot be read on screen even with zoom uses percentages based fairly small sample sizes and outdated material e.g. the 2013 Traffic Survey it amounts to little more than a wish list which does not translate into the context of what is actually going to happen following what is now proposed to be a much higher number of houses in the area, HS2 and the urgent need for a new school to replace Balsall Common Primary</p> <p>You ask about aspirations, policies etc. These are generally accepted national standards which few would disagree with, but this itself does not make the NDP suitable.</p> <p>To conclude, whilst your approach to surveying the area was most professional, the outcome is a document which is the poorest I have had to suffer reading for a very long time</p> | Objection | Not accepted. |

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| 33 | Developer s agent R Winkler Senior Planning Consultant Tyler Parkes | 27 | H 1 | Policy | <p>Our Clients note that the middle sentence of Policy H1, 'Very special circumstances will need to be demonstrated to build in the green belt' does not meet the requirements of the National Planning Policy Framework 2/10 (NPPF), 2018, and is unduly restrictive. The NPPF at paragraph 145 sets out exceptions to the assumption that the construction of new buildings is inappropriate in the Green Belt. Exceptions to this are listed as follows:</p> <ul style="list-style-type: none"> a) buildings for agriculture and forestry; b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it; c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; e) limited infilling in villages; f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the of the Green Belt than the existing development; or – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority. <p>Paragraph 146 of the NPPF goes on to say that certain other forms of development are also not</p> | Objection | <p>New housing in the Green Belt will be limited to dwellings for rural workers, replacement dwellings, reuse of existing buildings provided they are of a permanent and substantial construction and new dwellings in accordance with policy H 6.</p> |
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| | | | | <p>inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:</p> <ul style="list-style-type: none"> a) mineral extraction; b) engineering operations; c) local transport infrastructure which can demonstrate a requirement for a Green Belt location; d) the re-use of buildings provided that the buildings are of permanent and substantial construction; e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and f) development brought forward under a Community Right to Build Neighbourhood Development Order. <p>Therefore, our Clients recommend deleting the third sentence and replacing it with the following wording: '...Planning applications for development proposed within the Green Belt will need to comply with national planning policy...'</p> <p>Our Clients support the proposal to consider the Built-up Area Boundary for the village which includes removal of brownfield land at the Wootton Green Lane site from the Green Belt. In doing so, the land will be formally recognised as suitable in principle for residential development, subject to other policies within the NDP. However, in removing the land from Green Belt it needs also to consider the need for consistency with NPPF para 139 (f) which suggest revised boundaries should be defined clearly 'using physical features that are readily recognisable and likely to be permanent'.</p> <p>However, our Clients are keen, as a minimum, for the full extent of the land area which falls within the definition of brownfield/previously developed land,</p> | | |
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| | | | | <p>as set out in the National Planning Policy Framework (NPPF) Annex 2: Glossary, to be included within the Village Boundary. The NPPF definition is as follows: <i>‘Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.</i></p> <p><i>This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.’</i></p> <p>Such a revision would be both consistent with the previous BLR submissions made to Solihull MBC, and be more consistent with the recently published SMBC Appendix B ‘Draft Local Plan Supplementary Consultation’ – please see Site 22 of Appendix B found at: http://eservices.solihull.gov.uk/mgInternet/documents/s66831/Appendix%20B.pdf</p> <p>We formally request that the Built-Up Area Boundary proposed on Figure 6 of the NDP, and the site allocation shown on Figure 7, be extended to align with the brownfield land development boundary proposed in our submissions. Our Clients consider it is entirely appropriate that residential development should be supported in principle on brownfield sites defined on Figure 7, which include site 5 ‘Trevellian Stud, Wootton Green Lane, Balsall Common’.</p> <p>However, our Clients consider it premature for sites currently proposed for residential development in the</p> | | <p>Policy H 1 and figure 6 amended. Policy H 3 and figure 7 deleted.</p> |
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| | | | | | <p>emerging Draft Solihull Local Plan Review to be included as identified allocations within the NDP. The Frog Lane and Windmill Lane/Kenilworth Road proposed housing sites have not been considered at public examination and their allocation for development has not been formally adopted in local plan policies. Indeed, there are at least two further iterations of the Solihull Local Plan Review which remain to be published for consultation prior to submission for public Examination. During the forthcoming consultations and re-drafting process the proposed site allocations at Balsall Common and elsewhere may change; these are by no means forgone conclusions. We therefore suggest that the proposed Solihull Local Plan Review site allocations are deleted from Figure 7 of the Neighbourhood Development Plan, or the NDP process be put on hold until the SMBC Local Plan Review has been developed further, so as to ensure consistency between the two plans.</p> | | |
| 33 | Developer s agent R Winkler Senior Planning Consultant Tyler Parkes | 33 | H 3 | Policy | <p>Our Clients are concerned that the proposed wording of Policy H.3 does not encourage the development of brownfield previously developed land prior to the development of greenfield land identified in the Solihull Local Plan review. Paragraph 117 of the NPPF states that, <i>'Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.'</i> (Except where this would conflict with other policies in this Framework, including causing harm to designated sites of importance for biodiversity.) It is recommended that development of otherwise sustainably located brownfield sites is prioritised</p> | Objection | Policy deleted. |

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| | | | | | <p>before any development is permitted on proposed greenfield site allocations in the Solihull Local Plan Review. It is also recommended that consideration be given to redevelopment of brownfield sites for a mix of uses if there is a need and if the design and use is appropriate for the location.</p> <p>The Parish Council could perhaps make representations to Solihull MBC in response to the forthcoming submission consultation scheduled for summer 2019, to seek phased development with the brownfield land to be developed first. Depending upon the yield of the brownfield land, the Parish Council might be minded to recommend that some of the proposed greenfield site allocations put forward in the Solihull Local Plan Review in Balsall Common are included as 'safeguarded' sites, rather than site allocations, for potential development beyond the plan period if a future review demonstrates a need, as set out in paragraph 139 of the NPPF.</p> <p>12. It is recommended that Policy H.3 be reworded as follows (changes shown in bold): 'POLICY H.3: Site Allocations This Plan will support the redevelopment of brownfield sites identified on Figure 7 for residential and other appropriate uses. All development proposals, including on land identified in the adopted Solihull Local Plan Review, will be required to comply with other relevant policies in the Plan.'</p> | | |
| 33 | Developer s agent R Winkler Senior Planning Consultant Tyler Parkes | 34 | CA 01 | Aspiration | <p>Our Clients are concerned that Policy CA.1 is too prescriptive and unduly restrictive effectively prohibiting all residential development until post 2026. There is an immediate identified housing need for Solihull (which is not in any event dependent upon the delivery of HS2) and it would be contrary to national and emerging local plan policies to delay development on otherwise sustainable sites identified as suitable and deliverable for development, particularly those</p> | Objection | Policy amended to be more flexible. |

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| | | | | <p>which are a priority for development, the brownfield sites.</p> <p>Chapter 5 of the NPPF seeks to ensure local planning authorities significantly boost the supply of housing, maintain a 5 year housing land supply, and monitor progress in building out sites which have permission. Where necessary, local planning authorities will be required to prepare an action plan in line with national planning guidance, to assess the causes of under delivery and identify actions to increase delivery in future years.</p> <p>In the light of the emphasis in national policy on ensuring delivery of sufficient homes to meet need, our Clients consider it would be inappropriate for all residential development to be held in abeyance at Balsall Common for at least 7 years. It is to be hoped that a major national infrastructure construction project, such as HS2, will be managed in a way which will minimise any adverse impact on local transport infrastructure.</p> <p>Therefore, our Clients do not consider the potential impact of the HS2 construction works should sterilise all potential development sites at Balsall Common. Though it is accepted that it may be necessary to, for example, phase development on some sites, such as Barratt's Farm which lies adjacent to the proposed route of HS2.</p> <p>It is recommended that Policy CA.01 be reworded to reflect the brownfield land first approach (arguments set out in response to the question on page 33 regarding policy H3) and the need to consider the implications of HS2 as follows (changes shown in bold):</p> <p>'POLICY CA.01: New Homes Development of allocated housing sites in Balsall Common should be phased to prioritise development on brownfield land first. Development on any sites likely to be significantly</p> | | |
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| | | | | | adversely impacted by construction of the HS2 national infrastructure delivery project should be phased to ensure the housing development is either completed prior to HS2 construction works or postponed until after the HS2 works are completed. | | |
| 33 | Developer s agent R Winkler Senior Planning Consultant Tyler Parkes | 35 | H 4 | Policy | <p>Our Clients support the inclusion of a policy which encourages the redevelopment of brownfield land, however, they are concerned that the policy is too restrictive. We recommend that the policy should be amended to encourage redevelopment of brownfield land for all appropriate uses and not just restricted to housing development. Clearly a range of needs will arise from the step increase in the size of the village proposed in the emerging Solihull Local Plan Review including, for example, specialist accommodation, services, community facilities, employment premises and other support infrastructure. Our Clients also recommend that the final sentence in proposed Policy H.4 be changed to better reflect the definition of brownfield land contained in the NPPF Annex 2 Glossary (reproduced at paragraph 2 above) [see Tyler Parkes comments ref. policy H 1]. Policies and proposals contained within a NDP are required to be in conformity with national and local plan policies.</p> <p>We therefore recommend that Policy H.4 be reworded as follows (changes shown in bold):</p> <p>'POLICY H.4: Use of Brownfield Land including in the Green Belt</p> <p>The redevelopment of brownfield land to create new homes or for other appropriate uses will be encouraged and supported subject to the following criteria:</p> <p>a) The new use would be compatible with the surrounding uses; b) Any remedial works to remove contaminants are satisfactorily dealt with;</p> <p>c) The proposal would lead to an enhancement in the character and appearance of the site and would not</p> | Objection | Policy amended to include "other appropriate uses". |

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| | | | | | <p>result in the loss of any land of high environmental quality; and</p> <p>d) Safe and suitable access and parking arrangements would be provided to serve the new use.</p> <p>The redevelopment of brownfield land will be restricted to the land which is or was occupied by a permanent structure, including the curtilage of the land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure in accordance with the definition of previously developed land set out in the NPPF Annex 2 Glossary.</p> | | |
| 33 | Developer s agent R Winkler Senior Planning Consultant Tyler Parkes | 77 | ECON 3 | | <p>Our Clients are concerned that the wording of policy ECON.3 is overly restrictive. With the projected growth in the population of the village it seems unlikely that the village centre alone will be able to meet the increased needs of the existing and future residents. We therefore suggest that it may be necessary for some support functions, such as employment uses, to be located in other, easily accessible sustainable locations.</p> <p>We therefore recommend that Policy ECON.3 be reworded as follows (changes shown in bold):</p> <p>'POLICY ECON.3: Encouraging Local Business and Employment</p> <p>Proposals for new business premises, office space, and commercial development within the village centre (Character Assessment K) will be supported and encouraged providing they do not conflict with other policies in this Plan. Proposals for employment uses outside the village centre will be assessed on their merits on a case by case basis.</p> | Objection | Policy amended to include text proposed. |
| 33 | Developer s agent R Winkler Senior | 101 | NE 5 | Policy | <p>Our Clients strongly object to the blanket restriction on residential development imposed by Policy NE.5 for land which lies within the noise preferential route corridors either side of the Standard Instrument</p> | Objection | Policy amended to require robust evidence with planning applications for sites within Noise |

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| | Planning Consultant Tyler Parkes | | | <p>Departure (SID) flight paths or below arrival flight paths. The policy, as drafted, would resist any proposal for residential development on Trevellian Stud and surrounding land, Wootton Green Lane, despite this site having been:</p> <ul style="list-style-type: none"> • identified as brownfield land suitable for residential development by Solihull Council in their Brownfield Land Register; • proposed for removal from the Green Belt and included within the Built-Up Area Boundary, where land will be recognised as suitable in principle for residential development, under Balsall Common NDP Policy H1; and • identified in the Solihull Local Plan Review Supplementary Draft consultation document (published for consultation on 25th January 2019), as a preferred site for delivery of approximately 300 dwellings. <p>An expert noise report has been commissioned and undertaken by Sharps Redmore Acoustic Consultants (copy enclosed with this letter) which assesses the aircraft noise environment beneath the flight paths on site Trevellian Stud and surrounding land, Wootton Green Lane. The report summarises in the Executive Summary that ‘...It was found that noise levels from aircraft at the site would be below either of the two SOAEL values which might be applied. The results therefore demonstrate that it would be unnecessary for there to be a blanket ban on residential development across the site area...’</p> <p>Instead of a blanket ban on residential development on the site, the report suggests residential development could be made acceptable with noise mitigation measures. The Executive Summary concludes, ‘...since noise levels across the site would be above the lowest observable effect level (LOAEL), noise mitigation would be required to reduce levels, so far as can reasonably be achieved. Reasonable internal noise levels could be achieved using</p> | | Preferential Routes. |
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| | | | | <p>conventional acoustic glazing and alternative means of ventilation with appropriate acoustic performance...'</p> <p>Paragraph 180 of the NPPF explains that 'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.'</p> <p>The NPPF references the Explanatory Note to the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010) which has an aim at paragraph 1.7 of: 'Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> • avoid significant adverse impacts on health and quality of life; • mitigate and minimise adverse impacts on health and quality of life; and • where possible, contribute to the improvement of health and quality of life.' <p>At paragraph 2.9 the Explanatory Note states, 'Noise management is a complex issue and at times requires complex solutions. Unlike air quality, there are currently no European or national noise limits which have to be met...'</p> <p>The Explanatory Note emphasises, within the context of Government policy on sustainable development, at paragraph 2.18 'There is a need to integrate consideration of the economic and social benefit of the activity or policy under examination with proper consideration of the adverse environmental effects,</p> | | |
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| | | | | <p>including the impact of noise on health and quality of life. This should avoid noise being treated in isolation in any particular situation, i.e. not focussing solely on the noise impact without taking into account other related factors.'</p> <p>Therefore, it would be contrary to national policy to 'resist' all residential development on Trevellian Stud and surrounding land, simply because it lies within the noise preferential route corridors either side of the Standard Instrument Departure (SID) flight paths or below arrival flight paths. Other economic and social benefits of the proposal to redevelop the site for residential dwellings need to be taken into account when making a planning judgement, together with the knowledge that the proposed dwellings could provide a healthy living environment with appropriate noise mitigation measures controlled at the planning application stage through conditions.</p> <p>Our Clients contend that it would be contrary to national policy for the redevelopment of a sustainable brownfield site on the edge of a large village adjacent to existing residential development to be sterilised on the basis of aircraft noise. Trevellian Stud and surrounding land has been assessed by Solihull MBC alongside alternative sites and, having considered all opportunities and constraints, the Council have identified it as a preferred site for residential development. It would therefore be contrary to national and emerging local planning policies for our Client's site to be sterilised by the current wording of Balsall Common NDP Policy NE.5.</p> <p>We therefore recommend that Policy NE.5 Minimising Pollution be reworded as follows (changes shown in bold):</p> <p>'POLICY NE.5: Minimising Pollution</p> <p>Where appropriate, development proposals will be required to demonstrate how measures to minimise the impact of pollution have been considered.</p> | | |
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| | | | | | Proposals which would give rise to unacceptable levels of air, noise or water pollution will be resisted. 10/10 Proposals to build new homes within the noise preferential route corridors either side of the Standard Instrument Departure (SID) flight paths or below arrival flight paths will be required to include appropriate noise mitigation measures to protect the amenities and well-being of future residents. | | |
| 34 | Landowners agent Richard Cobb Chartered Town Planner | | | Full Document | May I congratulate you on a clear and well-presented document. I know from experience what a difficult task it is to bring together differing views in a community as well securing the necessary resources in terms of funding and volunteers to take the Plan through its various stages. | Support | Noted with thanks. |
| 34 | Landowners agent Richard Cobb Chartered Town Planner 84 Kimberley Road Solihull B92 8PX | 27 33 | H 1 H 3 | Policy Policy | Clearly as the Review of the Solihull Local Plan gathers pace some adjustment to the built up area boundary may well be necessary. The land which is owned by a number of my Clients in separate parcels is located at the northern end of the village between Wootton Green Lane and Dengate Drive. Although your various plans indicate some a development around Wootton Green Lane mainly concentrated on Trevellian Stud and the contractors yard/, stables there is other land that could be developed without significant impact on the Green Belt. The present plans in your document indicates a sliver of land outside the settlement envelope at the back of houses on the north side of Wootton Green Lane, which will inevitable be the subject of applications to develop and should be included in the proposed built up area in my view. I seem to recall that in your earlier public consultation exhibition around 12 months ago you invited residents to place dots on a plan to indicate areas of land that people felt might also allocated for residential | Comment | Policy H 1 amended. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. Policy H 3 deleted. |

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| | | | | | <p>development. These included the whole curtilage of Redfern at One Wootton Green Lane and the houses behind that which I feel should be included in the built up area.</p> <p>There are also some parcels of land between properties on the south side of Wootton Green and and Dengate Drive, backing onto properties fronting Kenilworth Road which again could be developed for housing to a moderate scale to add sensibly to the housing numbers in the village without impacting either on the centre of the village or on the Green Belt. With the proposals for housing land allocation in Berkswell also being now revised along with the proposed allocations around Windmill Lane to the south it seems appropriate to increase the housing allocations even as possible future releases at the northern end of the village.</p> | | |
| 34 | Landowners agent Richard Cobb Chartered Town Planner | 47 | BE 2 | Policy | It should be borne in mind that in replacing existing dwellings in the Green Belt account has to be taken of what the current owner could do in terms of permitted development or indeed by way of an acceptable extension. Taken together these in theory could allow for a greater size of replacement dwelling than a simple like for like replacement. | Comment | The LPA will determine each proposal on its merits and in the light of case law. |
| 34 | Landowners agent Richard Cobb Chartered Town Planner | 49 52 | BE 3 BE 4 | Policy Policy | Respecting local distinctiveness is clearly important and you will know that the revised NPPF places significant emphasis on design of new development. In areas of housing where there is a varied mix of existing properties built over decades it is often difficult to identify what might be the character of the area which any new development might aspire to replicate. I think the two policies should be combined and simplified. It is likely to be too difficult and often conflicting in advice for any designer to achieve what I think you are aiming for. | Comment | Noted |
| 34 | Landowners agent Richard | 69 | BE 9 | Policy | The suggested requirement for one parking space per bedroom in any new house is likely to translate in to lower density housing which will not achieve the | Comment | Policy amended following evidence gathered in Balsall parish parking |

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| | Cobb Chartered Town Planner | | | | housing numbers required in the Local Plan. A five bedroomed house would need 5 parking spaces which would be unachievable to allow for any development to be viable. The current standards of the Council need to be applied across the Borough in a consistent manner. | | survey to support local parking standards. |
| 35 | Resident | 27 | H 1 | Policy | <p>Policy H1, "...the construction of houses with truly exceptional and/or innovative design."</p> <p>I'm not sure if I have misunderstood the intention. I am now picturing a 'Hedge House' type construction which, to most people I have spoken to, looks like a warehouse and not something in keeping with the locality. I would question if this inclusion in the policy reflects the majority of opinions expressed by residents in the questionnaire.</p> <p>Other figures quoted later in the document all seem to support "in keeping with the character of the immediate locality" in keeping with the scale and appearance of existing buildings etc.</p> | Comment | Noted |
| 35 | Resident | 43 | H 9 | Policy | With reference to Policy H9; pedestrian crossings at key locations. I support this and, without knowing the key locations under consideration, wonder if we could take full advantage of this opportunity if the location is on a route where speeding has been reported as an issue. It would be great to have Pelican type crossings that not only respond to a push button signal to change the traffic lights to red, but also senses a speeding car approaching and changes to red in order to slow the vehicle down, so called 'smart' or 'intelligent' traffic lights | Support | Noted |
| 36 | Developer's agent Latisha Dhir GVA 3 Brindley place Birmingham | 24 | 5.1 | Vision | The Parish's vision to provide homes to meet local aspirations and increasing housing need across the borough is welcomed. Notwithstanding this, whilst the vision statement acknowledges an importance to protect and enhance the countryside, there needs to be adequate recognition of the need to balance this objective with that of sustainable growth, such that the Borough's housing requirements can be met in full | Comment | |

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| | m B1 2JB | | | | <p>during the emerging Local Plan period. It is important that sufficient flexibility is built into the plan to ensure that the ability to meet evolving housing needs is not unduly constrained. In formulating the NDP, regard must be had to both its own evidence base and that which underpins the Solihull Draft Local Plan, in order to ensure that its policies can be found sound and are able to endure through the entirety of the plan period.</p> <p>[appendices excluded]</p> | | |
| 36 | Developer s agent Latisha Dhir GVA 3 Brindley place Birmingham B1 2JB | 24 to 26 | 5.1 to 5.16 | Aspirations | <p>Gallagher Estates supports the Parish's aspirations to acknowledge the geographical importance of the relationship between the employment and housing market within Balsall Common and the surrounding area. This aspiration is welcomed to encourage a greater connectivity between people and places and in turn create environments whereby skills are being retained locally. Notwithstanding this, it is important that the NDP aligns with the overarching objectives from the emerging Solihull Local Plan which focuses upon the spatial distribution of development and a need to plan positively for sustainable development. It is important to acknowledge the precedence of future site allocations to be established through the Solihull Draft Local Plan (once adopted) when determining the quantum, location and quality of development within the Neighbourhood Plan area. It must be borne in mind that the Draft Local Plan is yet to be examined and will be required to plan for a level of growth that may change from that currently identified by SMBC.</p> <p>In particular, the Borough's housing requirement will need to be calculated using the revised Standard Methodology, once this is published by the Government. This is likely to have ramifications when considering the proportion of unmet need arising from elsewhere within the Greater Birmingham HMA that the Borough will need to accommodate.</p> | Comment | Noted Para 5.7 and Policy H1 reworded, recognise the strategic housing sites within the Solihull Local Plan for the Neighbourhood Area. |

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| | | | | | <p>Following its consultation on this issue in late 2018, the Government recognises that the current methodology (published in line with the revised NPPF in July 2018) does not take into account 'pent-up demand', resulting from insufficient house-building over a prolonged period¹. There is an expectation therefore that the housing requirement for local authorities is set to increase as a result of the forthcoming changes to the methodology.</p> <p>("Technical consultation on updates to national planning policy and guidance" [2018])</p> <p>In view of the above, it would be prudent for the Parish to consider how it wishes to proceed with the NDP, such that its aspirations can be met in accordance with the Solihull Draft Local Plan, once this is adopted. Specifically, it must consider the risk of prematurity in pursuing the examination and adoption of the NDP ahead of the Draft Local Plan, and that the latter may be required to identify development at Balsall Common in order meet objectively assessed housing need once the revised Standard Methodology is applied and conform with the emerging Local Plan.</p> | | |
| 36 | Developer s agent Latisha Dhir GVA 3 Brindley place Birmingham B1 2JB | 27 | 6.1 | Strategy | <p>It is important that the Parish's strategic objective is informed by a robust and up-to-date evidence base when quantifying the mix, type and number of preferred housing within the neighbourhood area. This should align to the core objectives of the Draft Solihull Local Plan, which will need to ensure that there is an adequate supply of deliverable housing sites available such that the Borough's objectively assessed need, and any unmet need from elsewhere within the Greater Birmingham HMA, can be met in full during the plan period.</p> <p>2.16 Gallagher Estates supports in principle the aspiration to deliver housing which is conducive to maintaining the prevailing characteristics of Balsall Common as a larger rural settlement. It is also important, however, that the ability of Balsall Common</p> | Comment | Noted Strategic Objective and Policy H 1 amended. |

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| | | | | | to support sustainable extension on suitable sites is made explicit within the NDP objectives, and that the ability to do so is recognised having regard to the evidence base that informs the Draft Solihull Local Plan. | | |
| 36 | Developer s agent Latisha Dhir GVA 3 Brindley place Birmingham B1 2JB | 27 | H 1 | Policy | <p>As a key issue within the Neighbourhood Plan area, the scale of development is highlighted as a challenge facing the community, and it is acknowledged that there is a need to make provision for a proportionate amount of new housing without significantly harming the character and setting of the NPA or exacerbating infrastructure problems.</p> <p>The consultation seeks to characterise the relationship between the settlement and Green Belt boundaries. It is important when amending the settlement boundary that this is informed by robust evidence for the purposes of paragraph 134 of the NPPF and that, ultimately, this is aligned with position that will be set out in the Draft Solihull Local Plan, once this adopted. Where justification for sites is required, specifically those situated within the Green Belt, it is not necessary to insert a further policy to the same effect of National and local Green Belt policies in the NDP. As drawn upon above, the Green Belt boundary will need to be subject to further revision in order for the NDP to meet the scale of growth arising from the Borough itself, and from the wider HMA.</p> <p>The need for additional Green Belt sites to be allocated for housing within the NPA should be made clear in the NDP, and that their release for development will be subject to a performance assessment against the indicators set out within the NPPF. This will include those sites, such as that at Grange Farm, which will be subject to urbanising influences from the existing settlement and less sensitive in landscape and visual terms.</p> <p>In essence, it will be necessary to ensure that Policy H.1 is sufficiently aligned with national planning</p> | Comment | Policy H 3 deleted. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |

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| | | | | | guidance and the Draft Solihull Local Plan in amending the settlement boundary for Balsall Common. | | |
| 36 | Developer s agent Latisha Dhir GVA 3 Brindley place Birmingham B1 2JB | 33 | H 3 | Policy | <p>Policy H3 sets out that the NDP will need allocate sites for approximately 1,050 dwellings over the plan period 2018 to 2033, equating to 70 dwellings per annum.</p> <p>As highlighted earlier, it is important to acknowledge the Government's position that the Standard Methodology for calculating housing need is under review; this is due to concern that the 2016 household projections – issued on 20th September 2018 – do not recognise 'pent up demand' resulting from a lack of house-building over a prolonged period. The Government is expected to clarify the position on 24th January 2019 and this must be given consideration by the Parish in proceeding with the NDP at this time. The principal implication for the Borough is that the housing requirement is likely to increase above that currently identified in the Solihull Draft Local Plan consultation document.</p> <p>In this context, the Draft Solihull Local Plan is likely to require additional consultation, either prior to Examination or through Main Modifications, such that the Borough's requirement is based on the revised Standard Methodology, both in terms of determining local need and the proportion of unmet need to be accommodated from elsewhere within the Greater Birmingham HMA.</p> <p>Gallagher Estates have previously made representations to the Draft Solihull Local Plan highlighting the prematurity of site allocations in advance of a tested housing figure. There are fundamental concerns therefore there is no sufficient evidence base to support proposed allocations within the NDP.</p> <p>The above should be acknowledged by the Parish during the plan preparation process and, should it be</p> | Comment | Policy H 3 deleted. |

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| | | | | | inclined to proceed with the NDP in advance of the Solihull Draft Local Plan being examined and adopted, the annualised requirement set out in Policy H3 should be expressed as a minimum. | | |
| 36 | Developer s agent Latisha Dhir GVA 3 Brindley place Birmingham B1 2JB | 30 | H 3 | Figure 7 | <p>As the housing requirement in the Borough and the proportion that will need to be accommodated at Balsall Common is expected to change in light of the Government's position, the scale of housing development for the purposes of the NDP is expected to change.</p> <p>Given the expectation that the overall requirement will increase as a result of the revised Standard Method being applied (once this is published by the Government), the Parish should consider the need to identify additional sites in sustainable locations, such as Grange Farm, in order to meet the housing requirement using a plan-led approach.</p> <p>It is submitted that the right scale of development cannot therefore be determined at this stage, and inter alia, that the NDP's progression to Examination will be premature in light of the evolving position around determining housing need.</p> <p>It is recommended that the Parish awaits the outcome of the Draft Solihull Local Plan's examination, upon which the right scale and location of housing development can be determined. This will ensure that the NDP is robustly prepared and that its policies can endure for the entirety of the plan period.</p> | Comment | Policy H 3 deleted. The plan recognises that Solihull Local Plan strategic site allocation will meet local housing needs during the plan period. |
| 37 | Developer Richborough Estates 3rd Floor Waterloo House Waterloo Street Birmingham | 33 | H 3 | Policy | <p>Although the principle of any future development occurring on the allocated housing sites according with the Plan's policies is acknowledged, there are potential circumstances where this might not be possible because of the site specific considerations arising during the design process.</p> <p>It is also worth recording that the emerging Local Plan includes concept master plans for the proposed allocations and these will have some level of status to guide the form of any scheme.</p> | Comment | Policy H 3 deleted. |

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| | B2 5TB | | | | To allow for circumstances identified, the final sentence of Policy H.3 ought to be amended from 'Development on these sites will be expected to comply with other relevant policies in the Plan' to 'Development on these sites will be expected to comply with other relevant policies in the Plan unless there are other material planning considerations which should be taken into account.' | | |
| 37 | Developer Richborough Estates 3rd Floor Waterloo House Waterloo Street Birmingham B2 5TB | 39 | H 7 | Policy | <p>Richborough Estates recognise that it is appropriate to provide a mix of dwelling sizes to meet the housing needs of the Parish. However, there are 2 matters which arise from the drafting of Policy H.7.</p> <p>Firstly, reference to a housing scheme being in 'general accordance' with the mixes indicated in the tables contained in Policy H.7 would allow some, albeit not enough, flexibility. Greater flexibility is needed because the objective should be to promote high quality development which responds to the individual circumstances of a site, including any environmental or technical matters. These circumstances will inevitably be different for each site. The constraint associated with a 'one size fits all' dwelling mix does not allow for responding to the circumstances of each site and the changing housing need, especially for affordable homes. Accordingly, it would be appropriate if there was a +/- 10% leeway with the dwelling mixes contained in the tables of Policy H.7. This degree of flexibility would still ensure a range of dwelling sizes are provided.</p> <p>Secondly, the 10% provision of bungalows should be an aspiration of the Plan and not a specific policy requirement. Again, this comes back to the individual circumstances of each site and the market demand for bungalows. There is little merit in constructing bungalows if there is no demand from prospective purchasers.</p> | Comment | Policy amended to include a range in housing mix by dwelling type. Policy H7 amended to "at least 10% bungalows or other suitable accommodation unless there are site specific reasons why this would not be appropriate. |
| 37 | Developer | 43 | H 9 | Policy | The design of roads, cycle-ways and footways within | Comment | Policy H 9 amended to |

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| | Richborough Estates 3rd Floor Waterloo House Waterloo Street Birmingham B2 5TB | | | | <p>development, particularly where they might be offered to the Highway Authority for adoption, will need to reflect the appropriate standards. Indeed, there are some situations where conditions are imposed requiring their layout and design to accord with the relevant standards.</p> <p>It is inappropriate for the Plan to potentially incorporate different design standards or requirements for road, cycle-ways and footways. It is also noted that even the Plan recognises that the aspirations for 2 footways, streetlights and segregated cycle-ways might not be deliverable. This recognition questions the value of Policy H.9.</p> <p>It is assumed by Richborough Estates that the reference to major development including a continuous well-lit cycle paths/tracks linking with various destinations is poor drafting. The drafting implies the creation of new routes outside development sites rather than, which would normally be expected, utilising (with possible improvements) existing routes. There should be an alignment of drafting between Policy BE.2 and Policy COM.4 which refers to demonstrating how walking and cycling have been prioritised by a development.</p> | | <p>read "All proposals for new major development shall incorporate continuous well-lit cycle paths/tracks reflecting appropriate standards ..."</p> <p>Noted</p> |
| 37 | Developer Richborough Estates 3rd Floor Waterloo House Waterloo Street Birmingham B2 5TB | 49 | BE 3 | Policy | <p>Local character is an important part of the design assessment process for a scheme and is of particular relevance for 'infill' style developments which should reflect the character of their surroundings. However, in some circumstance, perpetuating the existing character might be inappropriate and the opportunity should be there for developments to define their own character in accordance with the provisions of paragraph 131 of the National Planning Policy Framework (the Framework). The key issue from this paragraph is that a development 'fits in' with the overall form and layout of its surroundings rather than just replicates what is there.</p> <p>For larger housing scheme, such as those proposed</p> | Comment | <p>Noted</p> <p>The policy does not preclude improvements to character and each case will be determined on its merits.</p> |

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| | | | | | <p>to be allocated in the emerging Local Plan, there is the opportunity for a scheme to create its own character which takes into account both the site's context and the best practice for master planning, layout and design. As an example, housing schemes are now laid out on the basis of blocks with dwellings generally facing towards the road. Previously, the layout of housing development was dominated by a hierarchy of roads which is the character of many of the existing residential areas within Balsall Common. This character should not be perpetuated.</p> <p>Instead, although regard should be had to the context of an area, the focus for larger housing schemes should be on delivering a development of high quality with its own character which fits in with its surroundings. This is, to some extent, reinforced by the dwelling mix sought by Policy H.3 which, if erected, would not necessarily reflect the character of the housing adjacent to some sites.</p> | | |
| 37 | Developer Richborough Estates 3rd Floor Waterloo House Waterloo Street Birmingham B2 5TB | 52 | BE 4 | Policy | <p>Similar comments as those raised in response to Policy BE.3 apply to Policy BE.4. As an example, if there are bungalows adjacent to a site would this preclude 2-storey houses being erected? At Balsall Common 2-storey houses predominate. The key issue is that the design response for a particular site is appropriate and that no unacceptable harm would be caused to the living conditions of the occupiers of the neighbouring properties.</p> <p>As a further illustration, a design approach to facilitate the legibility of larger housing developments (and to create varied street scenes) is for the inclusion, often at corners or the end of viewing corridors, of taller buildings dwellings (e.g. 2½ storey). The drafting of Policy BE.4 would potentially not allow this recognised design approach to be adopted and could ultimately lead to the diminishment of architectural design quality on schemes coming forward.</p> | Comment | Policy B4 (c) amended "and within Local Plan strategic housing sites at locations that are not adjacent to existing dwellings and away from site boundaries adjacent to open countryside. |
| 37 | Developer | 55 | BE 5 | Policy | Clarity is required about what comprises a | Comment | Policy amended to define |

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| | Richborough Estates | | | | 'development of a significant or sensitive nature'. It is noted that the Framework is already clear at paragraph 129, on the role that design review panels play in the planning process for significant projects such as large scale housing schemes. | | significant as "more than 20 dwellings" and "sensitive nature potentially affecting local character". |
| 37 | Developer Richborough Estates | 57 | BE 6 | Policy | As duplication of national and local policy, is it really necessary to have a policy in the Plan concerning Heritage Assets? Policy BE.6 is generic in nature and is not specific to the key heritage assets within the Plan's area. | Comment | Policy amended to reflect the very important local heritage assets potentially impacted by development. Appendix of listed buildings in Character Assessment added to plan. |
| 37 | Developer Richborough Estates | 60 | BE 7 | Policy | The comments concerning high energy efficient buildings is welcomed. The use of well insulated dwellings and other 'fabric first' measures achieves greater savings in energy use and carbon reductions when compared to renewable energy options such as photovoltaic panels erected on the roofs of buildings. Such panels are not always aesthetically pleasing. | Comment | Noted Building standards (fabric first) are not the subject of the planning system. |
| 37 | Developer Richborough Estates | 61 | BE 8 | Policy | If it is retained, the drafting of Policy BE.8 (b) should echo paragraph 108 of the Framework which refers to 'significant impacts' on the transport network and the ability to mitigate such impacts to an acceptable degree. | Comment | Policy amended to recognise "severe" "residual cumulative" impacts. |
| 37 | Developer Richborough Estates | 69 | BE 9 | Policy | The provision of 1 parking space per bedroom is considered excessive by Richborough Estates, particularly where garage spaces are excluded from the provision. The application of this standard will be a profligate use of land within housing developments, result in dwelling curtilages dominated by hard surfacing and, potentially, encourage occupiers to have more cars than necessary because the spaces are available. | Comment | Policy amended in line with evidence obtained in Balsall parish local parking survey to establish local parking standard for the Neighbourhood Area. |
| 37 | Developer Richborough Estates | 71 | BE 10 | Policy | The justification for seeking to enhance technical standards for water usage? Such justification is required before a policy is included in a development | Comment | Noted Wording amended. |

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| 37 | Developer Richborough Estates | 73 | ECON 1 | Policy | The only comment concerning high speed broadband is, that during the plan period up-to 2033, this may be delivered by 5G and even 6G over the airwaves rather than ducting within roads/footways. | Comment | Noted |
| 37 | Developer Richborough Estates | 89 | NE 1 | Policy | Richborough Estates support tree planting and the replacement of lost trees as part of a development. However, the quantum and types of trees should be matters for the landscaping scheme rather than an arbitrary requirement related to the number of parking spaces or floor space. | Comment Support | Noted |
| 37 | Developer Richborough Estates | 99 | NE 4 | Policy | Achieving a net gain in biodiversity is a laudable aim. However, how biodiversity is addressed as part of any development is a matter under active consideration by the Government. There should not be conflict between the emerging national approach regarding biodiversity and Policy NE.4. | Comment | Noted No conflict exists. |
| 37 | Developer Richborough Estates | 87 | NE 5 | Policy | It is unclear what the 'unacceptable levels of noise and air quality pollution' are. There are no metrics to assess any unacceptable levels of harm other than associated with aircraft noise. Further, this proposed policy does not have any basis in either national or local planning policy and cannot, therefore, be considered reasonable and should be deleted. | Comment | Policy amended to require robust evidence to be provided with planning applications for sites within Noise Preferential Routes. |
| 38 | Resident | 27 | H 1 | Policy | It relates to Policy H.1 Built Up Area Boundary. I disagree with your proposal for the village Built up Area Boundary, particularly as it relates to the inclusion of the Frog Lane Development. Your proposal directly contradicts the residents' feedback from the initial NDP Survey in particular 6.1.3. where 77% of residents agree Balsall Street East should be the southernmost boundary to the village and 6.4.5 and 6.4.6 where 92% of residents support the retention of holly lane recreation fields. Based on this feedback why is Balsall Common parish Council proposing the inclusion of the Frog Lane development in the H.1 Proposed Built Up Area Boundary? It seems you are ignoring the direct feedback of the | Objection | Policy amended. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |

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| | | | | | village residents and questions why the time and money was invested in completing the NDP in the first place if you are not going to listen to the feedback provided in it. | | |
| 39 | Resident | 27 | H 1 | Policy | <p>I object to the setting of the built-up boundary along Frog Lane and thus supporting the development area 1 (fig.7) between Frog Lane and Balsall Street East. I find it difficult to understand why the built-up boundary has been proposed as Frog Lane when 77% of Balsall Common residents who responded to the 2017 household questionnaire supported Balsall Street East as the southern built-up boundary and also not to build on green belt land - why have the resident's views been ignored?</p> <p>A key issue if the Frog Lane development proceeds will be the incremental traffic emerging onto an already busy Balsall Street East with the disruption and risk that entails. With the location of the site being so far from the village centre and train station, car journeys will be inevitable.</p> <p>Alternatives to the current plan have been requested - my suggestion would be to retain the southern built-up boundary as Balsall Street East, not develop the Frog Lane site and develop incremental brownfield sites within the Parish to achieve the required number of houses, Lavender Hall farm being a prime alternative.</p> | Objection | Policy amended. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations. |
| 40 | Resident | 27 | 6.1 | Strategy | <p>It came to my attention recently that the Parish Council has made a number of recommendations re the much needed building of housing in the village of Balsall Common. I also was interested to read earlier in the year the government's white paper on housing (https://www.gov.uk/government/collections/housing-white-paper).</p> <p>Clearly there is a problem with housing and house building in this country and there is a responsibility to act, but I fear that there is a dash for a short term fix – particularly in your local plan BC - rather than a longer term consideration or the wider problem of</p> | Objection | Noted. The plan recognises that Solihull Local Plan strategic site allocation will meet local housing needs during the plan period. |

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| | | | | <p>housing distribution and affordability. You will be aware that communities and the environment can often bare the long term scars of short term policy fixes, particularly in the areas of housing and construction, as they are not as easily reversed as with other policy initiatives.</p> <p>It was heartening to hear, during his first DCLG questions in parliament, Sajid Javid say that “there will be no dilution whatever to the vital protections of the green belt”. He also said that the green belt is “absolutely sacrosanct” and “It was in the Conservative Party manifesto and that will not change. The green belt remains special. Unless there are very exceptional circumstances, we should not be carrying out any development on it.”</p> <p>Gavin Barwell, the previous housing and planning minister said “The government is committed to the strong protection and enhancement of green belt land. Within the green belt, most new building is inappropriate and should be refused planning permission except in very special circumstances”</p> <p>I am not sure whether Sajid Javid still holds these views but I know he joined residents in Hagley in objecting to a proposed development by Cala Homes which he said would affect the nature of the village, cause infrastructure problems and be an issue for wildlife. I fear something similar in Balsall Common.</p> <p>Whist new builds and the protection of green belt is a difficult circle to square in Solihull, I wonder if the Parish Council has seen the Redfern Report, an independent review carried out by Peter Redfern (CEO of Taylor Wimpy) and a panel of expert advisers, including former Monetary Policy Committee (MPC) member Kate Barker and Andy Gray, former managing director of mortgages at Barclays? It was an independent review commissioned by Gordon Brown and John Prescott.</p> <p>In short it said that if we think that the problem with</p> | | |
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housing is that prices are too high, and this is because of lack of supply, then the data is not showing this. From the data modelling for the Redfern Review it became clear – and this is supported by other studies - that three things drive house prices;

- 1) The cost of mortgage debt
- 2) The incomes of households across the UK
- 3) Supply of houses relative to the number of families.

In the last 20 year incomes have gone up a lot - albeit not recently - interests rates have gone down to record levels, but (and according to the Government's own data) the surplus of housing has increased over the last 20 years to 1.4 million today opposed to 800,000 in the mid-nineties. o it is not a supply side problem we have here.

If we are to believe Redfern, then building more houses on green-belt (or any other) land in villages such as Balsall Common is not going to alleviate the problem, nor will it help my two teenage daughters leave home and buy somewhere to live in the area. Moreover it seems that the problem is about distribution rather than about a housing deficit. If this is the case - and the report says this - then this should be dealt with by distributional policies - such as housing benefit, more social housing etc. and, not (necessarily) by increasing private supply.

In addition to calling for you to re look at the short sighted policy objectives of by the Parish Council, I would like to appeal to you to consider some of the issues that Balsall Common has and is facing in the short term;

- whilst putting up a valiant case we were sadly unsuccessful in securing the tunnelling of HS2 as it passes by Balsall Common village. This will have a major impact on those at the north part of the Balsall Common – an infrastructure project for which the economic argument is still highly debatable. I hope

the fight for tunnelling continues.

- You will know that it is likely that there are plans to build a 50-acre construction compound for the planned HS2 line on a green belt site off Kenilworth Road which will serve as a base for around 40 workers for three years. So, as well as major earthworks and new access roads, a 900 metre-long viaduct will be built about 50 metres from Berkswell Rail Station.
- The traffic from both HS2 construction, as well as the newly relocated JLR plant to the south of the village will surely be too much for road infrastructure or the village to support – let alone cope with the construction traffic from the concurrent housing developments proposed by SBC.
- Whilst the worst of the aircraft noise (with the advent of the extended runway) for new flight paths has been averted this still impacts on the village and is not, in my opinion neutral as the CAA suggests.

Given the above (which I hope illustrates what the village is currently coping with), the data questioning housing supply from the Redfern Review, the current Government's manifesto commitments to green-belt land, the renewed emphasis to that commitment in the recently published white paper on housing, an instruction to seek out and developing brown field sites for development first (of which there are some in Balsall Common), then I hope you will be able to bring some pressure to bear for a rethink rather than allow short term town plans rush to short term fixes. In addition, you seem to be placing housing based almost solely on a topological view of the village and not close to where the shops are, the schools are and the train station is? This will mean increased car use in the village, or lead to isolation for the elderly – none of which seems to chime with your plans objectives. Finally, even if none of the above convinces, I would

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| | | | | | hope that you would feel you could take off the table the proposal to build over the playing fields and allotments in Balsall Common - currently in the Development Plan? This seems to be at odds with just about every study on health, social wellbeing and place-making I think I have ever read. | | |
| 41 | Resident | 27 | H 1 | Policy | <p>Firstly I would like to retract my email of the 25th January and apologise for any personal offence caused by its content. It was however as a result of what appears to be an erroneous one page flyer entitled "Campaign to Save the Meriden Gap" which was posted through our letter box and appears to contain inaccurate information.</p> <p>I would however like to reiterate my objections to the plans to build housing on the green field site between Balsall Street East and Frog Lane albeit I sense it is somewhat of a futile objection as following our meeting I was left with a personal view that the land will in all likelihood be developed. Indeed having walked around the block today, it appears that preparations are already underway with the ongoing demolition of a house on the corner of Frog Lane. That said and as explained when we met, my objections are not based on the impact of having houses built at the bottom of my garden - but more about the inability to access and pass through Balsall Street East every week day morning between 8.30 - 9.10 and every weekday afternoon between 3.00- 3.45pm. On many occasions it is impossible to drive my car off the driveway due to parents parking on the adjacent access road to BSE whilst taking their children to the primary school. There are parking restrictions in place which prohibit cars parking during these periods but these are flouted on a daily bases with no regard to safety or parking notices. I have made representation to Solihull Council on this matter which included photographic evidence but did not receive any reply.</p> | Objection | The plan recognises that Solihull Local Plan strategic site allocation will meet local housing needs during the plan period. |

The main BSF road can best be described as a car park, with buses, delivery lorries and cars all vying to navigate through what is generally a fairly narrow road which is further reduced in capacity due to parents parking on the left hand side. Indeed a growing number of impatient and inconsiderate drivers are opting to use the BSE access road as a short-cut to be able to circumvent having to sit in a traffic jam - often driving at considerable speed, risking the lives of mothers and children who are exiting cars and trying to cross the road. Regardless of the outcome of the NDP planning decisions, I recommend that some form of speed restrictor e.g. speed bumps are placed on the road to slow traffic and deter those who seek to drive at speed.

The congestion can also be observed at the corner of Holly Lane by the Parish Church. A number of mothers are forced to park on the right side of the road where there is little/no footpath and walk on the road towards the crossroads. Holly Lane has already witnessed increased traffic (again at speed) following the relocation of the Jaguar Development site. I might also add that the road surface of Holly Lane itself is dire and in badly need of repair. Furthermore Kenilworth Road has become a "avoid if possible" commuter route which is congested on a daily basis between the hours of 7.30-9.30 and 4.00 - 7.00pm - adding further housing, together with the imminent impacts of HS2 construction traffic will only exacerbate the issue.

Whilst I fully understand both the social and political demands for housing developments, surely that has to be supported with sufficient infrastructure such as schools, transport etc. Until recently I commuted into Birmingham via train from Berkswell train station. Unless you have secured a car park space before 8.15am you have no chance of being able to park your

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| | | | | | <p>car. This has resulted in commuters having to park on the road beside the medical centre and risk personal safety. Adding further housing will inevitably require more residents to rely on public transport such as trains and indeed we are encouraged to do so, but without the necessary investment in car parking etc. I relocated to Balsall Common 17 years ago, and whilst I know that change is inevitable and often to be welcomed, it is with a heavy heart that we now see the benefits of semi-rural living being chipped away. The "village" is now nothing more than a haven for fast-food retailers, hairdressers or large supermarkets, encouraging anti-social groups to loiter and often undermine the confidence and safety of the more elderly members of the community who have to try and circumnavigate the bicycles and teenagers. Being able to secure amenities such as the playing fields and allotments are to be encouraged such that those living in the area have open spaces to enjoy however with the inevitability of 1600 houses being built in the area, it is I feel only a matter of time before the bargaining power of ££'s results in the further urbanisation of Balsall Common. Please therefore formally note our objection to the development at Balsall Street East</p> | | |
| 42 | Resident | 27 | H 1 | Policy | <p>I received a 'flyer' in my mail box yesterday, stating we have been betrayed by several Balsall NDP Committee members. Apparently they support building on the green fields behind BSE and apparently this should have been consulted on at a meeting last November. I strongly object to the building on this land, not only because it is behind my home, but because this field is used by so many people in the community and there is so much wild life and beautiful oak trees, it's disgusting that this field should be given up for housing. [redacted owing to personal remarks]</p> | Objection | Noted |

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| | | | | | <p>I'm disgusted with Balsall NDP Committee. It seems to me they are more interested in the revenue they will get for each house built than this beautiful village of ours.</p> <p>Further to my email yesterday regarding Balsall Common NDP Committee members I now realise that I have been duped on the subject of building behind Balsall Street East. I would like to reiterate my comments objecting to building on this land.</p> | | |
| 43 | Resident | 27 | H 1 | Policy | <p>I wish to make the following observations on the Draft Development Plan proposal to include site1 at the rear of Balsall Street East as an area for new housing. As I argued in my original response to Solihull's consultation last year The assessment criteria used to define this site an attribute scores on issues like Access, boundary definition etc were flawed and subjective in the extreme.</p> <p>I have enclosed this letter for your information. Since this time the process continued with the further involvement of the Parish council and recently resulted in a report to the Council identifying this site and others as a site suitable for development. While this feels like a forgone conclusion I still feel I should repeat my key points that are relevant to your consultation, if only to put this on record in case of review.</p> <p>The most relevant points arguing against the inclusion of site 1 for housing development are: Your consultation document includes this area of land inside the built up area boundary as if the field at the rear of the ribbon development was part of a developed area. This is obviously not the case as there are only a few isolated (mostly old farm) buildings scattered across this greenbelt area. 6.1.3 states that 77% of the responses to your consultation see Balsall Street East as the southern boundary. This proposal ignores this response and extends that boundary out to Holly lane.</p> | Objection | <p>The plan recognises that Solihull Local Plan strategic site allocation will meet local housing needs during the plan period. BUAB redrawn to exclude Solihull Local Plan proposed housing site allocations.</p> |

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| | | | | | It is greenbelt where all the mood of the consultation responses indicate that preference be given to brownfield sites. | | |
| 42 | Councillor Lionel King (Balsall Councillor) | | | Full Document | <p>When Solihull MBC published its overall draft local plan for the borough, your local Balsall Parish councillors, aware of local concerns, believed it to be beholden upon them to consult with the people they represented in the Parish to find out exactly what local opinion was. A comprehensive consultation programme was undertaken by means of numerous home visits and a very well attended public meeting. A total of 528 responses were received and a detailed examination of these followed from which it became clear that parishioners understood the demand for the provision of housing locally. They wanted the thrust of new development to be directed largely towards affordable housing to meet local needs. They wanted development to take place gradually over a period of up to ten years to take due consideration of the pressures on the area while the HS2 project is under construction. There was also widespread support for the preservation of the unique environment of the Balsall Common district generally and the Green Belt. Many people were strongly of the opinion that the infrastructure of schools, shops, bus services, social services, roads etc. would have to be greatly extended and improved to meet the demands of a greatly expanding local population. In response to these local needs Balsall Parish Council has produced a neighbourhood Development Plan for the parish by conducting an extensive evidence gathering process. All residents have had the opportunity to respond through a household questionnaire, delivered door-to-door, to all households in Balsall Common and rural Balsall Parish with an impressive response rate of 38.5%.</p> <p>None of this vital information could have been obtained without proper consultation between the</p> | Support | Noted with thanks. |

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| | | | | | <p>Balsall Parish Council and the people of Balsall Common. It is to the credit of the local parish councillors, the Parish Clerk and all who were involved in this demanding but worthwhile exercise that a comprehensive Neighbourhood Development Plan to supplement the Solihull Draft Local Plan has been carefully prepared and now put out for public comment. A well-received, illustrated 50-page Character Assessment of the Balsall Neighbourhood Area has also been compiled and published (Sept 2018) by your parish councillors. It is their intention that, by describing the existing character of the area, the booklet will serve as a guide for developers, planners, architects etc. to ensure that their proposals are appropriate, at the same time complimenting and enhancing the local environment and paying due heed to the aspirations of the people of Balsall Common and district.</p> | | <p>Character Assessment to be included as appendix to plan.</p> |
| 43 | <p>Councillor Marie-Louise Marsden (Balsall Councillor)</p> | | | <p>Full Document</p> | <p>As a Balsall Parish Councillor, I am writing to add my voice to those who have already written to congratulate the Balsall Parish NDP Committee on our NDP. The depth of analysis that the Balsall Parish NDP team achieved is to be applauded. As the saying goes 'no stone was left unturned'. The very minor role I played (1 of 14 focus groups) indicated to me the far reaching aims of our NDP. The breadth and scope of the Balsall Parish NDP shows our village is in need of "refurbishment". We currently enjoy an excellent community spirit, but we will be seriously affected by the workings of HS2 but would hope that an improved village would emerge that would meet 21st century needs. I agree wholeheartedly with the visions and aspirations of the document. Our village is going to grow and I agree that this must be managed. I also agree with the ideas for ambitious alterations to the village centre, the hub of our community. A bypass is a must (along with a continuous haul route for HS2) if</p> | <p>Support</p> | <p>Noted with thanks.</p> |

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| | | | | | <p>we are to achieve the visions set out in the NDP. I have a vested interest as an older resident to support policy H8. Personally, I would like a retirement village development nearer the centre of the village (could Barratts Lane include that?). Living at present in the outskirts of Balsall Common, I also agree regarding our outlying settlements that need help with transport and infrastructure.</p> <p>I have every admiration for those who produced the Balsall Parish NDP and hope SMBC will agree to its publication as the blueprint for a bigger, better Balsall Parish and by that Balsall Common.</p> | | |
| 44 | <p>Developer Gladman Developments Ltd Gladman House Alexandria Way Congleton Business Park Congleton Cheshire CW12 1LB</p> | 35 | H4 | Policy | <p>This policy seeks to restrict the redevelopment of brownfield land to, “the area occupied by permanent buildings and structures only and not its wider undeveloped curtilage”.</p> <p>This stands at odds with national policy as set out in §145 of NPPF2, which clarifies the exceptions to inappropriate development in the Green belt, including: “the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development; or – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.”</p> <p>National policy presents this more nuanced and discretionary approach than that taken by the BPNP. Indeed, whilst Policy H.4 would appear to definitively preclude development outside the footprint of existing buildings on Major Developed Sites in the Green Belt, the supporting text concedes at 6.1.19, “there is no presumption that the whole of the site will be suitable</p> | Comment | Policy amended. |

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| | | | | | <p>for development. This would need to be proven though (sic) the planning application process". Clearly, this can be interpreted as taking the case-by-case approach, as advocated by the NPPF2. Gladman consider that this policy, in its current form, does not accord with the positive approach to growth required by the Framework and is contrary to basic condition (a). As currently drafted this is considered to be an overly restrictive approach and provides no flexibility to reflect the circumstances upon which the BPNP is being prepared. Gladman suggest that greater flexibility is required in this policy.</p> <p>Policy ENV1 – Protection of Local Green Space</p> | | |
| 44 | <p>Developer Gladman Developm ents Ltd Gladman House Alexandria Way Congleton Business Park Congleton Cheshire CW12 1LB</p> | 89 | NE 1 | Policy | <p>This policy seeks to designate fifteen parcels of land as Local Green Space (LGS). In order to designate land as LGS the Parish Council must ensure that it is able to demonstrate robust evidence to meet national policy requirements as set out in the Framework. The Framework makes clear at §99 that the role of local communities seeking to designate land as LGS should be consistent with the local planning of sustainable development.</p> <p>§99 states that: 'The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.'</p> <p>Further guidance is provided at §100 which sets out three tests that must be met for the designation of LGS and states that:</p> | Comment | Noted. |

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| | | | | <p>'The Local Green Space designation should only be used where the green space is:</p> <p>a) in reasonably close proximity to the community it serves;</p> <p>b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land.'</p> <p>The requirements of the Framework are supplemented by the advice and guidance contained in the PPG. Gladman note §007 of the PPG8 which states,</p> <p>'Designating any Local Green Space will need to be consistent with local planning for sustainable development in the area. In particular, plans must identify sufficient land in suitable locations to meet identified development needs and the Local Green Space designation should not be used in a way that undermines this aim of plan making.'</p> <p>Gladman further note §015 of the PPG (ID37-015) which states, '§100 of the National Planning Policy Framework is clear that Local Green Space designation should only be used where the green area concerned is not an extensive tract of land. Consequently, blanket designation of open countryside adjacent to settlements will not be appropriate. In particular, designation should not be proposed as a 'back door' way to try to achieve what would amount to a new area of Green Belt by another name.' [PPG §15 Reference ID: 37-015-20140306]</p> <p>Designation of LGS should not be used as a mechanism to designate new areas of Green Belt (or similar), as the designation of Green Belt is inherently different and must meet a set of stringent tests for its allocation (§135 to 139 of the Framework). The issue of whether LGS meets the criteria for</p> | |
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| | | | | <p>designation has been explored in a number of Examiner's Reports across the country and we highlight the following decisions:</p> <ul style="list-style-type: none"> • The Sedlescombe Neighbourhood Plan Examiner's Report [http://www.rother.gov.uk/CHttpHandler.ashx?id=22996&p=0] recommended the deletion of an LGS measuring approximately 4.5ha as it was found to be an extensive tract of land. • The Oakley and Deane Neighbourhood Plan Examiners Report [https://www.basingstoke.gov.uk/content/doclib/1382.pdf] recommended the deletion of an LGS measuring approximately 5ha and also found this area to be not local in character. Thereby failing to meet 2 of the 3 tests for LGS designation. • The Alrewas Neighbourhood Plan Examiner's Report [https://www.lichfielddc.gov.uk/Council/Planning/The-local-plan-and-planning-policy/Neighbourhoodplans/Downloads/Alrewas/Alrewas-Neighbourhood-Plan-Examiners-Report.pdf] identifies both proposed LGS sites 'in relation to the overall size of the Alrewas Village' to be extensive tracts of land. The Examiner in this instance recommended the deletion of the proposed LGSs which measured approximately 2.4ha and 3.7ha. <p>Conclusions</p> <p>Gladman recognises the role of neighbourhood plans as a tool for local people to shape the development of their local community. However, it is clear from national guidance that these must be consistent with national planning policy and the strategic requirements for the wider authority area. Through this consultation response, Gladman has sought to clarify the relation of the BPNP as currently proposed with the requirements of national planning policy and the strategic policies for the wider area.</p> <p>Gladman is concerned that the plan in its current</p> | |
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| | | | | | form does not comply with basic condition (a). The plan does not conform with national policy and guidance. Gladman hopes you have found these representations helpful and constructive. If you have any questions do not hesitate to contact me or one of the Gladman team. | | |
| ? | Resident Eleanor Lee | | | | <p>I write this email to object strongly to Balsall Common Parish council giving their approval for the council to develop the land behind Balsall Street East and Frog Lane.</p> <p>This news came as a huge shock for several reasons.</p> <p>[redacted owing to personal remarks]</p> <p>2. It has been detailed in any documentation that I have looked at e.g Neighbourhood Plan that the boundary for the village should be Balsall Street East to protect the green belt and playing field in Holly Lane.</p> <p>3. In any emails or letters received regarding the development of any green belt land in Balsall Common, Balsall Street East was again always a last resort due to the recreational space and again always shown as the boundary line.</p> <p>4. On Balsall Street East we have a primary school that is over subscribed and traffic in the morning and afternoon is dangerous as cars park on both sides of the road to deliver and collect children. With extra traffic coming from Frog Lane as well once a new housing development exists, this road will be impossible to navigate.</p> <p>5. The proposed siting of the development is particularly ill-considered: it is on a greenfield site used by many villagers and tourists for recreation and walking dogs, and building here would both diminish the views and turn our already over-stretched village in to a town!</p> <p>Furthermore there is already developments proposed in other areas of the village that meets the needs of the council. The space behind Balsall Street East/Frog</p> | Objection | Policy H 1 amended for clarity. Policy H 3 deleted. |

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| | | | | | Lane is not a large area for housing and the gains outweigh the huge impact on the people living there, some who have been residents for many years. I would like to know what has changed and why this has now been approved by our own Parish Council without our knowledge as owners of property on Balsall Street East. | | |
| SC12 | Natural England | | | Whole document | Natural England does not have any specific comments on this Neighbourhood plan. | Comment | Noted |

Appendix 12: Dwellings Car Parking Survey

Balsall Common (Balsall Parish) Car Parking Survey Sun 10 February 2019 Results

| Area | BEDS | Total | 1 car | 2 cars | 3 cars | 4 cars | Mode | Mean | +10% | +25% | +50% |
|------|------|-------|-------|--------|--------|--------|--------|------|------|------|------|
| A | 1 | 7 | 7 | | | | 1 car | 1.00 | 1.10 | 1.25 | 1.50 |
| C | 2 | 32 | 17 | 13 | 2 | | 1 car | 1.53 | 1.68 | 1.91 | 2.30 |
| I | 2 | 22 | 13 | 8 | 1 | | 1 car | 1.45 | 1.60 | 1.81 | 2.20 |
| F | 2 | 1 | 1 | | | | 1 car | | | | |
| A | 2 | 16 | 11 | 5 | | | 1 car | 1.31 | 1.44 | 1.64 | 1.97 |
| C | 3 | 111 | 47 | 47 | 14 | 3 | 2 cars | 1.76 | 1.94 | 2.20 | 2.64 |
| D | 3 | 21 | 8 | 10 | | | 2 cars | 1.33 | 1.46 | 1.66 | 2.00 |
| L | 3 | 29 | 12 | 12 | 4 | 1 | 2 cars | 1.79 | 1.97 | 2.24 | 2.69 |
| I | 3 | 12 | 8 | 3 | 1 | | 1 car | 1.42 | 1.56 | 1.78 | 2.13 |
| F | 3 | 10 | 4 | 5 | 1 | | 2 cars | 1.30 | 1.43 | 1.63 | 1.95 |
| G | 3 | 40 | 11 | 25 | 2 | 2 | 2 cars | 1.88 | 2.07 | 2.35 | 2.82 |
| E | 3 | 7 | 4 | 3 | | | 1 car | 1.43 | 1.57 | 1.79 | 2.15 |
| A | 3 | 9 | 3 | 6 | | | 2 cars | 1.31 | 1.44 | 1.64 | 1.97 |
| C | 4 | 5 | | 4 | | 1 | 2 cars | 2.40 | 2.64 | 3.00 | 3.60 |
| D | 4 | 11 | 2 | 8 | 1 | | 2 cars | 1.90 | 2.09 | 2.38 | 2.85 |
| L | 4 | 30 | 15 | 10 | 4 | 1 | 1 car | 1.70 | 1.87 | 2.13 | 2.55 |
| I | 4 | 32 | 14 | 12 | 4 | 2 | 1 car | 1.81 | 1.99 | 2.26 | 2.72 |
| F | 4 | 10 | 5 | 5 | | | 2 cars | 1.50 | 1.65 | 1.88 | 2.25 |
| G | 4 | 4 | 1 | 3 | | | 2 cars | 1.50 | 1.55 | 1.88 | 2.25 |
| E | 4 | 71 | 20 | 38 | 10 | 3 | 2 cars | 1.94 | 2.13 | 2.43 | 2.91 |
| A | 4 | 6 | 1 | 3 | 1 | 1 | 2 cars | 1.70 | 1.87 | 2.13 | 2.55 |
| I | 4/5 | 68 | 24 | 31 | 13 | | 2 cars | 1.84 | 2.02 | 2.30 | 2.76 |
| F | 4/5 | 31 | 10 | 11 | 6 | 4 | 2 cars | 2.12 | 2.33 | 2.65 | 3.18 |
| A | 4/5 | 3 | 1 | 2 | | | 2 cars | 1.70 | 1.87 | 2.13 | 2.55 |
| | | | | | | | | | | | |
| | | Total | 243 | 280 | 64 | 17 | 2 cars | 1.76 | 1.94 | 2.20 | 2.64 |
| | | % | 40.2 | 46.4 | 10.6 | 2.8 | | | | | |

Observations and Conclusions

The survey provides evidence of the number of car parking spaces in use outside dwellings exclusive of garage spaces. The evidence provides a snapshot in time of a minimum number of car spaces occupied. A sensitivity analysis shows the mean if 1 in 10, 1 in 4 and 1 in 2 cars are absent from each dwelling. Conclusion is that a minimum number of car parking spaces excluding garage spaces for dwelling is as follows: one bedroom – one car parking space; two and three bedroom – two parking paces; four or more bedrooms – three parking places.