**North Warwickshire Borough Council – Response to consultation on The South Warwickshire Local**

**Plan, Issues and Options Consultation (2023)**

Additional Comments from Members following consideration of Board Report on the South Warwickshire Local Plan, Issues and Options consultation at Local Development Framework

Sub Committee on 20th February 2023

In respect of the comments around **Issue E1: Growing the South Warwickshire economy** and **Issue E7**: **Core Opportunity Area and Major Investment Sites** and the site locations and investment areas identified the following are also considered relevant suitable and potential areas for addressing a proportion of the 709 hectares of strategic B8 Logistics element employment land (i.e. warehousing and distribution) identified in the HEDNA for the wider Coventry and Warwickshire sub-region (to be added to main comments contained in Appendix 1 to LDF Sub-committee report);

**South of Coventry Area** – particularly the area around the airport, supported by the significant transport infrastructure improvements, implemented and ongoing.

**Wellesbourne Area –** potential for some additional strategic logistics uses could be considered and supporting B8 uses (smaller scale) accommodated, in relationship with on-site B2 and research and development activities.

**Long Marston Area –** As noted in the supporting text to Issue E7,The Long Marston Rail Innovation Centre’s connection to the national rail network, provides a unique opportunity to act as a catalyst for growth. It is considered this growth potential should include consideration for B8 strategic logistics opportunities given the national rail network link. The opportunity for a more sustainable links with Logistics operators on this site/area at an active rail hub should be considered/referenced.

**Stoneleigh Area –** again the links, potential future improvements to transport infrastructure noted and its locationand relationship with south Coventry area, the site should not be precluded/excluded from consideration of its potential to accommodate some of the wider strategic B8 needs identified.

The resistance to considering or accommodating strategic B8/logistics uses and operators is made on the grounds of lower job ratios and the need to “capitalise on the strengths of the existing

sectors and skills of the workforce”. However, it should be noted that the lower job ratio assumption has been challenged on numerous sites and submissions by the Logistics Industry and operators and the close operational relationship between General industrial, High-Tech Industries (Battery production and development)B1/B2 research and development with the logistics support and supply services should be recognised. A closer locational relationship would also help address sustainability and carbon reduction in seeking to reduce transport distances travelled by logistics supply services to these industries.

As highlighted by the HEDNA and noted in the Issues and Options document, a proportion of the 709 hectares of strategic B8 employment land (i.e. warehousing and distribution) identified for the wider Coventry and Warwickshire sub-region will be required and the points noted above should be included as part of the options to be considered, to address the issue of sharing the burden across the Coventry and Warwickshire sub-region. The Plan should reflect the potential for addressing this need using the strategic road network within the Plan area.

In addition to the inclusion of consideration for strategic B8 employment land in Core Opportunity Areas and Major Investment Sites in Issue E , any strategic logistics considerations should also address lorry parking provision, for which there is a regional and national shortage of provision.

This lorry parking need/issue should be addressed in **Issue T3: Road travel, employment, and freight**, possibly in response to **QT3 (a)** as part of a policy encouraging more sustainable road-based transport for businesses, in order to manage and service the distribution of freight and other materials**.**

The following Housing Issues also raised some additional comments from Members as detailed below;

**Issue H2: Providing the right tenure and type of homes**

Additional points were also raised around Issue H2 and the need to address elderly housing raised in **Q-H2-3**. To address the issue of increasing aging population a robust approach should be taken, seeking provision of elderly housing and adapted housing as a specific element in strategic proposals/allocation (particularly around Extra Care opportunities and potential) using available HMA, ONS and County based evidence.

Also consider specific allocations for Extra Care units and High Dependency units along with their associated health care provision, related to the specialised needs generated by the elderly as part of the housing need to be directly addressed.

Furthermore, an additionalstandards issue that may not be adequately covered in **Issue H3: Providing the right size of homes** also relates to affordable housing provision and delivery within housing developments. Affordable housing delivery as part of major applications or allocations, whether standard housing or elderly, should not be concentrated in one part of a site but spread evenly or “pepper-potted” throughout the site layout. This requirement needs to be reinforced in any subsequent affordable housing policy developed.

**Issue H4: Accommodating housing needs arising from outside of South Warwickshire**

The Plan should clearly identify and reflect the current commitments included within existing adopted Local plan. This commitment be included/reflected as part of the current need in addition to any emerging need, and the approach used as part of the legal requirement in the Duty to Co-operate (as part of the wider GBBCHMA and CWHMA work) to continue in order to address future need

**Issue H6: Pitches and Plots for gypsies, travellers and travelling showpeople**

Do not seek a mix of option H6a and H6b but to ensure delivery of pitches to address the needs , robustly apply Option H6a only. In addition need to clarify or address the need for transit and emergency pitch provision.

This does not prevent Option H6b approach from being considered but only on basis Option H6a has been applied and direct sites are being provided.

**Issue B6: Wildbelt designations**

The concept/idea needs more clarity? What land will qualify (criteria?) and how will land be identified, and improvement delivery be achieved?

Finally, on the **Issue T1: 20-minute neighbourhoods,** there is a need to have an eye to the financial economics and implications of the application of the 20 minute neighbourhood approach. Focussing on future “hubs” or links between close settlement groups (in terms of physical proximity, from which joint service use/provision can be focussed and outreach services provided from) in rural areas may be one way of moving towards or delivering this approach, noting the difficulty caused by lack of public transport services and cycle footway links to and from potential hubs and settlement groups.