**Alvecote Place Concerns**

**Re: PAP/2018/0755. Outline application proposal to build 1,540 dwellings, 100 bed care home, community hub and primary school on Robey’s Lane, Alvecote.**

1. The threatened loss of so much of what was designated as the meaningful gap between Tamworth District and North Warwickshire Borough. We will lose so much of the rural environment as opposed to the urban environment that we see as the benefit of living in North Warwickshire.
2. Stephen Briggs’ concerns about the threat to Alvecote Wood: an Ancient Woodland that he and his wife have worked to sustain and develop. The pressure from so many houses at close proximity will over time degrade the woodland and threaten the rare fauna and flora that exist there.
3. A major concern is the increase of yet more traffic clogging up our local area, spilling out on to the local roads and increasing the already existing congestion and traffic in our villages. Increases that we can only guess at, since the planners refuse to acknowledge any increase at all! The highways engineers at Hallam have frequently claimed that they were doing everything to ensure all the traffic from this site went South or West, with virtually nothing going North. Previously a road through to the Golf Course site was planned, which would have taken some of the pressure off, but this has now been abandoned. Here in Shuttington we know that vehicles from that area do not travel south if they want to go north, but instead take a short cut through Alvecote and Shuttington.
	1. Looking initially at the distribution of work trips from the site (page 8) the bulk of these are shown going South (61%) with only 6% going North.
	2. With the non-work trips this shows 35% going North. But the amazing fact is that this traffic is projected to use Mercian Way, Woodlands Road and Sheepcote Lane. Why is it doing that? For this to happen traffic on the West of Alvecote Place would have to travel East and South to join the B5000 at the new roundabout, or the new junction with Robey’s Lane, then travel West along the B5000 until they reached Mercian Way/Woodlands Road/Sheepcote Lane before they could head North, their intended direction. Seriously, are they claiming people would do that? See notes at the end of this document.
	3. On page 7 we see that Tamworth Road / Mercian Way in Amington has been assessed. So this 35% of extra traffic has made it to there, then where will it go? It is heading North remember, not West so it will continue across the railway bridge to Shuttington and over the single carriageway (with traffic lights) river bridge. Where is the Highways’ assessment of that?
	4. Even if the absurd forecast that there will only be 2/4 extra vehicles per day through Alvecote as a result of Alvecote Place was credible, how many vehicles will still come through Shuttington? They have to come through somewhere. We do not believe the low figure through Alvecote.
	5. We note there are five planned improvements along the B5000 from the proposed access West of M42 to the Mercian Way Junction. What improvements are we likely to see in Shuttington or Alvecote or the road leading to these villages as a result of this scheme?
	6. The A42 Junction 11 employment park scheme is likely to go ahead in 2019 creating 3000 new jobs in a 240-acre site. Many of the residents of Alvecote Place will no doubt be looking to this site for work opportunities. This could change the figures for the distribution of work trips. Has the Highways Authority factored that into its model? Presumably they expect people to travel South to M42 Junction 10, an incredibly busy junction already before heading North. Once again our experience counters this.
	7. We know from recent bitter experience the chaos that the construction of HS2 would cause, were they to embark on phase 2b in 2022/3. The recent closure of the M42 north between junctions 10 and 11 due to a fatality led to total gridlock, not just in Shuttington and Alvecote, but for miles around in every direction. The disruption of M42 Junction 10, the closure and relocation of the Junction 10 services and the closure of many local routes during the prolonged building process will only add to the already congested and overloaded minor roads.
4. Other schemes that we believe will affect Shuttington and Alvecote parish in the next few years include Tamworth’s Barley Fields (already partly occupied) and Lichfield District Arkall Farm (a further 1100 houses) that Tamworth Borough Council claim would overload their existing improvement at the Comberford Road Upper Gungate Junction on the B4593. The parish council were represented at the Arkall Farm inquiry, because once again they feel many motorists will end up using our villages as a rat run to avoid other bottlenecks. We are in effect being used as Tamworth Eastern bypass.
5. Despite all these issues we are being totally ignored by the planners and the Highways Authorities. Their solution to our problems is to claim there is no problem. Then they do not have to do anything about it while we suffer the consequences.
6. Instead all we get is pathetic projections such as the 2/4 extra cars a day in Alvecote. Really!? They cannot be serious.
7. We would also like to point out the immense difficulties we have had with construction traffic during the building of the Amington Garden Village estate on the former golf course in Tamworth. That is in spite of having a 7.5 tonne limit through Shuttington. Alvecote has no such protection. So what protection will that village have from the many 30 and 40 tonne lorries coming down A42 and heading to Alvecote Place. What will they put in their satnavs? We know from bitter experience that many HGV drivers just ignore the weight limit signs and recklessly follow their satnavs.
8. Everyway we look at this scheme, it spells disaster. We see a threat to our rural way of life in North Warwickshire. A threat to the Ancient Woodland that has been so lovingly preserved. And further pressure on our already overloaded road system and village communities. So when are the Highways Authority and Hallam Land Management going to face up to the real cost of this scheme and provide some answers to the many people who will have to live with problems that this scheme will create.
9. Lastly we underline the fact that this is yet one more scheme on our doorstep. We do not believe these are all factored into models being used by Hallam and the Highways Authority. We are facing major development from 4 different authorities (Tamworth Borough Council, Lichfield District Council, North Warwickshire Borough Council and Leicestershire County Council) all within a few miles.

**Note 1** Distance from Alvecote Place heading South to B5000 then West, then North down Woodlands Road and on to river bridge over Anker on way to Shuttington

 **4.7 miles**

**Note 2** Distance from Alvecote Place down Robey’s Lane, through Alvecote and then bridge over Anker on way to Shuttington

 **1.9 miles**

**Note 3** Distance from Alvecote Place South to B5000 then down Pennine Way to A5 and onto M42 then North to A42 Junction 11 and onto proposed entrance to Distribution Park

 **12.0 miles**

**Note 4** Distance from Alvecote Place North on Robey’s Lane via Alvecote, Shuttington, Seckington, right on B5493 through No Man’s Heath to proposed entrance to Distribution Park

 **7.3 miles**

**Note 5** Same time and distance pressures apply to the sand and gravel lorries coming down A42 and heading to Alvecote Place during construction.

***Which way would you go?***