

WCC Minerals Plan 2016 – Second Phase of Consultation.

Response by Princethorpe Parish Council to the above considered at their Council meeting on 12 January 2017.

Further to the response we offered during the first phase of consultation on the Minerals Plan, we now add the following.

Our main concerns remain (a) the infrastructure to support transport for these sites; (b) the likely increase in flood risk consequent upon these developments. There are three sites in the plan that impact Princethorpe:

Site 1 Bourton on Dunsmore, straight mile

(a) We note and welcome Policy S1 (p.38 *Minerals Plan 2016*) regarding traffic management for the site and the requirement that all HGV traffic to and from the site be routed via the A45. New data collected in November 2016 shows that the volume of large HGVs (>11.5m) using the B4453 has increased 13% in one year. This minor road cannot bear further HGV traffic and it is imperative that Policy S1 is strictly enforced.

(b) We note and welcome the requirement in Policy S1 (p.37 *Minerals Plan 2016*) that development of the site be subject to 'flood risk assessment covering both the site and elsewhere.' We have a residual concern regarding the scope of this assessment, the phrase 'elsewhere' is too vague. We have seen on other planning matters (Rugby Borough Local Plan 2016) that there is a tendency for localised consideration of such issues that fails to join up the different kinds of threats at neighbouring sites. One of the close settlements for Site 1 is Stretton-on-Dunsmore. Maps of flood risk show that Stretton has a serious risk of surface water flooding. The development of Site 1 must threaten exacerbation of this risk. The flood risk map for Princethorpe deployed by Borough planners concentrates on the risk arising from the watercourse through our village. It is imperative that these two risks are considered together. Stretton's surface water flood risk is Princethorpe's watercourse flood risk; water from the former risk flows south through the watercourse that presents our risk. Therefore, although not immediately neighbouring the propose extraction site, the risk to flooding on the immediate site neighbours has a natural bearing on our flood risk. It is imperative that this risk be given proper consideration and we ask that we be kept informed on the form and result of this risk assessment.

Site 2 Lawford Heath

(a) We note and welcome Policy S2 (p.42 *Minerals Plan 2016*) regarding traffic management for the site and the requirement that all HGV traffic to and from the site be routed via the A45. New data collected in November 2016 shows that the volume of large HGVs (>11.5m) using the B4453 has increased 13% in one year. This minor road cannot bear further HGV road traffic and it is imperative that Policy S1 is strictly enforced.

(b) We note that Policy S2 (p.42 *Minerals Plan 2016*) includes no provision for a flood risk assessment and request that assurance be given by the appropriate officers that expert advice shows no flood risk to settlements south of the A45 covered by the flood risk assessment under Policy 1.

Site 6 Coney Grey Farm, Ryton

(a) There is no provision for traffic management for this site and this is a matter of considerable concern to us. It is important that provision be included in Policy S6 that all HGV traffic be routed via the A45. The planning indicates that extraction at Coney Grey Farm will be for markets at Kenilworth and Coventry. That suggests that

it would be reasonable to expect HGVs to be routed via the A45, but that only follows if the processing is done at Site 6 and that matter is not settled. The other provision is for processing of the mineral to be undertaken at other Warwick or Rugby sites. Given that the Coney Grey Farm site has access off the A423 that raises a real risk that HGV traffic could be routed through Princethorpe on the A423. There are two scenarios that concern us here:

(i) Suppose minerals from Site 6 are due for processing at Site 1 or Site 2 then HGVs between these sites must be routed via the A45. This point should be covered by the traffic routing policy under Policies S1 and S2, but the point is not articulated in the current proposals. Our concern is that without this point being made explicit, it might be tempting for fleet managers to route via the A423 and then the B4453 to access Sites 1 and 2 from Site 6. Such a routing would add to the HGV traffic that already overburdens minor road B4453. It would also exacerbate the traffic management on the junction of the A423/B4453/Fosse Way in the centre of Princethorpe which is a pressing issue for us.

Accordingly, our view is that it is imperative that routing of HGVs from Site 6 be via the A45.

(ii) Suppose minerals from Site 6 are due for processing at some other site east of Site 6 (or used to serve markets east of Site 6), then HGVs must be routed via the A45 for all eastern directions. We accept that the A423 is a trunk road and a common HGV route east-west, but without intervention to manage the junction with the busy commuter routes (B4453 and Fosse Way) that cross the A423 in Princethorpe, further HGV traffic on the A423 only adds to the congestion at that crossing, for it is a junction through which the A423 currently has right of way. Any addition to the traffic load on the A423 impacts on the crossing traffic flows from the above commuter routes. We expect those commuter flows to increase as part of the Borough's local plan that includes provision for 5,000 new homes located just north of where the B4453 heads south from Rugby and the A45. The B4453 feed to the junction crossing the A423 in Princethorpe is bound to increase considerably on this development in a way that puts further pressure on traffic management of the junction. Without a proposal to manage that junction, additional HGV traffic east/west on the A423 would cause considerable difficulty. We are looking for a section 106 agreement on the housing development for investment to provide sensible traffic management on the A423/B4453/Fosse Way junction, without detailed consideration of these needs, further HGV traffic on an eastern heading from Site 6 must be routed via the A45.

Princethorpe Parish Council, 18 January 2017

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