

Rugby Borough Local Plan Preferred Option Consultation

Thank you for giving Ryton-on-Dunsmore Parish Council the opportunity to respond to this important consultation, an issue of much interest and concern to the parish.

This response focuses on those specified questions and matters that are of most significance to the parish

In particular, the proposed huge allocation (Prologis Park West and Mountpark - site. ref 328) for employment purposes. We strongly object to this unacceptable and unsound proposed allocation. The powerful evidence provided by this Parish Council and many others will clearly demonstrate that the site is unsuitable for this type of development. Also, that the proposal does not constitute sustainable development, which as the National Planning Policy Framework (NPPF) states at paragraph 7 *“The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner”*.

Policy S1 Settlement Hierarchy

This policy proposes a settlement hierarchy based upon their size and the services and facilities they offer with, in general terms, the larger settlements at the top and the smallest settlements at the bottom. There are effectively four tiers with Rugby Urban area at the top tier.

The position of a settlement is supported by a Rugby Borough Council: Rural Sustainability Study. This factors in such indicators as population levels and access to services and facilities to determine the rankings.

Ryton-on-Dunsmore is defined as a Main Rural Settlement along with eight other settlements. These settlements have dwelling levels between 1,782 and 357 according to the study. Ryton-on-Dunsmore has a dwelling number of 726, which is in the middle. i.e., it ranks fifth highest in dwelling terms of the nine.

The study also scores and ranks the Main Rural Settlements based on availability of services and facilities within them. At 36, Ryton-on-Dunsmore ranks second last of the nine on this index. This relatively low score mainly reflects that, especially when compared with the other settlements, (i) it has a much lower availability of key

services such as banks, pubs etc and (ii) public transport provision is poor. It does not have a nearby main railway station and (at 3) its score for bus service provision is joint lowest of the Main Rural settlements. It should be noted that Ryton-on-Dunsmore's overall score is lower than other settlements with a much lower population than it. For example, Brinklow has a dwelling number at 464 (about a third less than Ryton-on-Dunsmore) but has a much higher overall score at 44.

While the Parish Council has no particular comments to make on the principle of the settlement hierarchy and Ryton-on-Dunsmore's role within it, we do have serious concerns about its application in the Parish and more generally.

The Policy states that the settlement strategy '*seeks to direct new development of a scale commensurate with the services and facilities of the settlement in which it is located and in accordance with the following hierarchy*'. Something which it fails to do. In the case of the Parish, it is flawed, illogical and not in accordance with national and local policies, including emerging Policy S1. A statement we will provide compelling evidence in support of later in our submission, particularly in respect on policy.

Policy S3 Strategy for employment land

Policy S3 identifies a need for an additional 1,231,987 square metres of employment floor space. We have serious concerns about this figure, which we do consider fully justified and the evidence presented by the Borough Council in support of it weak and adequate.

The Parish Council fundamentally disagrees with how the Borough Council has sought to distribute the resultant need across the Borough, especially in regard to Ryton-on-Dunsmore. It is fundamentally flawed and unsound.

It has resulted in a situation where it is proposed that a Parish such as Ryton-on-Dunsmore, which using the Borough Council's own data, lacks key services and facilities and poor transport provision, ends up with by far the highest amount of land allocated for employment. At 350,000 square metres, the proposed allocation at Prologis Park West and Mountpark represents over a third of the land proposed to be allocated for employment land for the whole of the Borough. It should be stressed

that the number of dwellings of the Parish is less than 1% of the total of the Borough. This is clearly not appropriate, proportionate nor sustainable.

It is also at odds with Policy S1, which '*seeks to direct new development of a scale commensurate with the services and facilities of the settlement in which it is located and in accordance with the following hierarchy*'. The scale of development proposed in Ryton-on-Dunmore is clearly not commensurate with its services and facilities; nor is it in accordance with the hierarchy, which places Ryton-on-Dunmore which amongst the least sustainable of the main settlements.

We strongly contend that the process and methodology used in selecting and distributing the employment land is unsound as evidenced in the proposed huge allocation in Ryton-on-Dunmore. In particular, as:

- Firstly, the focus of the approach is on the identification of a few large-scale sites to meet employment needs. This preference is flawed, especially as it overlooks, and generally has insufficient regard to, the identification of smaller sites, which often could be developed more quickly and sustainably than larger ones.
- Secondly, it does not make sufficient provision for employment growth in and around Rugby the main town in the Borough and where a significant proportion of the population and key services and facilities are located, and which Policy S1 states '*will be the main focus for new homes and employment.*' (which it is not). Also, in the other defined Main Rural Settlements.
- Thirdly, it does not make as much use as possible of brownfield sites, previously developed land and grey belt sites in the Green Belt to accommodate future employment and other development housing needs, as required by national and local planning policies. This includes paragraph 24 of the NPPF, which states "*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*". The flawed approach taken by the Brough Council focuses too heavily on the development of greenfield sites as such not only does this not represent

sustainable development but is also contrary to national and local planning policies.

The strategy requires a fundamental re-think that ensures the employment allocation is distributed much more proportionately and sustainably across the Borough and maximises the re-use of brownfield and previously developed land.

Policy S7 Employment Allocations

As previously articulated, we fundamentally disagree with the proposed allocation of Site. ref 328 Prologis Park West and Mountpark for employment purposes or indeed for any form of development. In addition to the previous compelling evidence we provided why it should not be allocated we would also like to add that it is not a suitable and sustainable site for development. In particular as:

It does not represent sustainable development

National and local planning policies seek to direct development to the most sustainable locations. While it is accepted that the site is on the edge of the built-up area, this does negate the fact that it is essentially, green undeveloped and in the countryside. By their nature, sites in the countryside are less sustainable due to developments in such locations often exacerbating car reliance and putting development in locations that are not well-served by existing physical and social infrastructure. As is the case here.

Unacceptable Impact on the landscape, character and distinctiveness of the local area

This green field site is in a prominent location, in the countryside and on the edge of the Parish.

Its open and undeveloped character is highly valued and prized by the local community (and its wildlife). This is for a variety of reasons. This includes that it is important for the setting of the village, the opportunities it provides for informal recreation, visual beauty, nature conservation and protecting the distinct character of the village.

The proposal by its nature would have a significant harmful effect on the landscape character and appearance of the area as well as its biodiversity.

Introducing such a major development would represent a large scale, unjustified and prominent urban intrusion into the open countryside and, as such, it would result in significant harm to the landscape, character and local distinctiveness of the local area.

Adverse impact on highway and pedestrian safety

We are very concerned that the proposed development and the associated increase in road traffic created by this massive development would have an adverse impact on highway and pedestrian safety around the safety and more generally. These are already issues in the local area and the proposed development will only make much worse.

The Parish Council has commissioned its own independent review of the highway implications by specialist traffic consultants HD Consulting. Their detailed report is attached and forms an integral part of the Parish Council's objection. Their report underlines that the proposal will generate a huge increase in transport movements and that the supporting evidence provided in support of the proposal does not *"provide any confidence that the local highway network can cater for such an increase in demand, by all modes of transport, and that local and national policy objectives are achieved."*

Insufficient and adverse impact on local facilities and infrastructure

Ryton-on-Dunsmore has limited facilities and services, many of which are already struggling to cope with demand by both residents and people who work in the parish. There is presently insufficient capacity in key services such as pubs, banks and medical facilities and infrastructure such as buses and roads.

As previously mentioned, this is recognised in the Borough Council's supporting documents. Specifically, Rural Sustainability Study, which places Ryton-on-Dunsmore at third bottom of the nine identified Main Rural Settlements in terms of provision of key services and facilities, below places such as Brinkley and Stretton-on-Dunsmore, which have a much lower population.

As such, the proposed development would have an unacceptable impact and cause harm on the physical and social local infrastructure, especially due to insufficient capacity in shops, health, roads, public transport and other key facilities and infrastructure.

Proposed Gypsy and Traveler Site

We also noted that it is proposed to include 1 acre (0.4ha) of land for an 8 pitch Gypsy and Traveller site as part of the employment allocation. The comments we made above such as in relation to harm to the openness of the countryside, insufficient capacity in local infrastructure services and adverse impact on highway and pedestrian safety apply equally in respect of this proposal. It forms an integral part of our objection to the whole of the proposed allocation, including this site.

Ryton on Dunsmore already has a gypsy and traveller site within the vicinity of the proposed development. This site is not subject to any enforcement and have created entrances onto the existing Highway, burns a large amount of waste and is subject to no action. Ryton on Dunsmore provides an allocation of almost 50% of the pitches in the entire Borough and find it difficult to accept that gypsy and traveller sites cannot be more widespread across the Borough rather than the continuous allocation in the same area when the existing sites are not monitored.

More specifically to this proposal we would like to add that the site's remote location, away from key services, would mean that the occupiers would not be able to satisfactorily access education, health, leisure welfare and other key services. We are also concerned that the effect the proposed would have on the amenity (such as noise and air quality) of any occupiers of the dwellings (it would essentially be in an industrial estate) and surrounding users. We also consider that there are other far more suitable and available sites in the Borough.

Please also find attached as part of this objection comments received from Transport Planner [REDACTED]. This report also forms part of our objection.

**Rugby Borough Local Plan
Preferred Option Consultation Document
March 2025**

**Review of Highway Implications of Site ID 328 –
Prologis Park West and Mountpark, Ryton-on-Dunsmore**



**Desktop Assessment and Supporting Submission for
Ryton-on Dunsmore Parish Council**

May 2025

1 TERMS OF REFERENCE

██████████ has been commissioned by Ryton-on-Dunsmore Parish Council to comment on the highway implications of the proposed Prologis Park West and Mountpark employment site (hereafter referred to as the Employment Site) contained within the Rugby Borough Local Plan Preferred Option Consultation Document.

The purpose of this report is to assess the high-level transport and traffic implications of the current proposal. It is intended that this report is considered by the Parish Council with a view to forming a formal consultation submission to Rugby Borough Council. The report is based on prevailing highway conditions and available illustrative drawings, documents etc.

██████████ has produced this report. █████ is an Incorporated Engineer and a Member of the Institution of Civil Engineers (I.Eng MICE), with thirty-five years' experience of public and private sector highway infrastructure disciplines including transportation planning, RoSPA accredited accident investigation & prevention, traffic management, road safety audits, traffic regulations, and highway design & construction. █████ has led on numerous major highway schemes for Local Authorities and has presented at Planning Committees, Council meetings, public meetings and drop-in events, and at Public Inquiry.

2 INTRODUCTION

The scope of this report is to consider the Employment Site as currently proposed with a view to offering expert comments on useability by the travelling public and the impact on the highway network.

To provide clarity, this report is separated into the following parts:

- 3 Employment Site – Background
- 4 Transport & Highway Policy – Background
- 5 Assessment of Current Highway Mitigation
- 6 Assessment of Access by Mode of Transport
- 7 Conclusions and Recommendations

3 EMPLOYMENT SITE – BACKGROUND

Local Plan 2011-2031

The Rugby Borough Local Plan 2011-2031 was formally adopted by Rugby Borough Council in June 2019. Local Plans are required by law to be updated every five years, with an 'issues and options' consultation undertaken by the Council between October 2023 and February 2024. A development strategy has now been set out within a Preferred Option Consultation Document, which includes a new development at Ryton-on-Dunsmore – the Prologis Park West and Mountpark Employment Site, with an accompanying country park.

Preferred Option Consultation Document & Consultation Evidence Base

Details of the Employment Site are provided in the Preferred Option Consultation Document, but of limited detail and with very little reference to highways and transport. Within the Document, a variety of rather bland statements and objectives are stated but without substance – for example, 'improvements to public transport and active travel required':

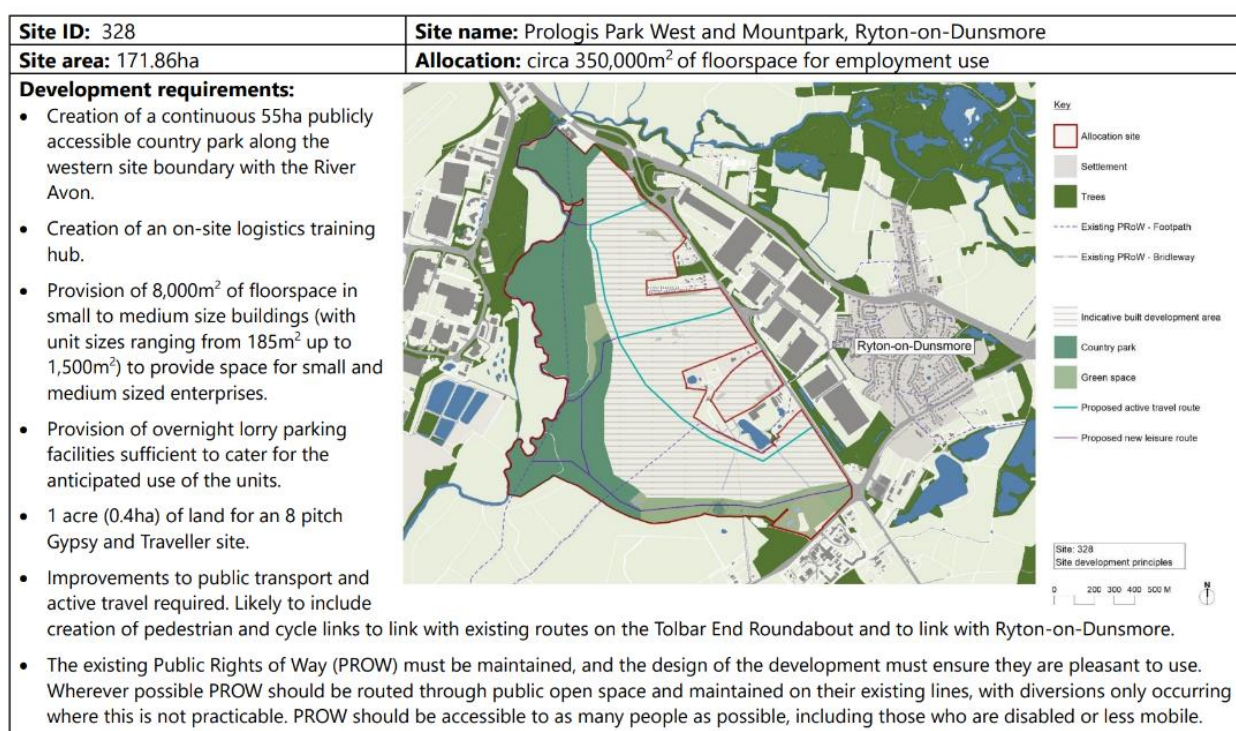


Figure 1 – Extract from Preferred Option Consultation Document

A 'Vision Document' is provided as part of the Consultation Evidence Base, which contains some more highway and transport supporting information and mitigation, but again these are very much high-level proposals and do not contain much detail (see next page).

Highways, Access & Transport

An initial high-level assessment has been undertaken of the capacity of the surrounding highways network and initial discussions have been held with National Highways and Warwickshire County Highways. From this work it is clear that the proposal can be satisfactorily accommodated within the network.

The site itself would take access off the Oxford Road in two locations. At the northern end this would be from a new fourth arm off the existing roundabout access to Prologis Park Ryton. At the southern end it would be via a new roundabout located approximately 350m north of the Oxford Road/Leamington Road junction. Both accesses have been assessed as being safe and suitable.

There is already a successful HGV routing agreement for Prologis Park Ryton and this would be carried through the new development ensuring that restrictions on HGVs accessing the A45 via the village along Leamington Road would continue.

The site already has a passing bus service directly linking it to Rugby and Coventry (Routes 25 and 25A) providing an opportunity for network enhancement and a possible service re-routing through the site.

Prologis is also investigating the potential to introduce the sustainable transport solution that it has delivered at DIRFT where a technology-enabled shuttle bus service has been set up through Zeelo, providing a convenient, hassle free and cost effective addition to public bus services.

The proposal includes a significant Community Park with public access enabling enhancement and expansion of the existing right of way network that runs through the site, and providing pedestrian and cycle access throughout the site.

There is therefore no transport reason preventing the development of the site.

Figure 2 – Extract from Prologis Park Ryton West Vision Statement

Further comment on the above can be found in Section 5.

Trip Generation

The Employment Site will undoubtedly be an extremely busy development, and as such is certain to bring additional users to the site, by all modes of transport. With the development at such an early stage, there is no data available in respect of the likely numbers for each mode, and therefore it is difficult to accurately demonstrate the likely impacts on the highway network. The TRICS database (Trip Rate Information Computer System) would usually be utilised to provide a guide on the expected trip generation of development, but at this stage no firm planning submission is available and as such TRICS cannot be accurately used.

Collisions and Road Safety

Verified 'Crashmap' data for the years 1999 to 2023, shows that there have been recorded incidents on the local highway network, as shown below:

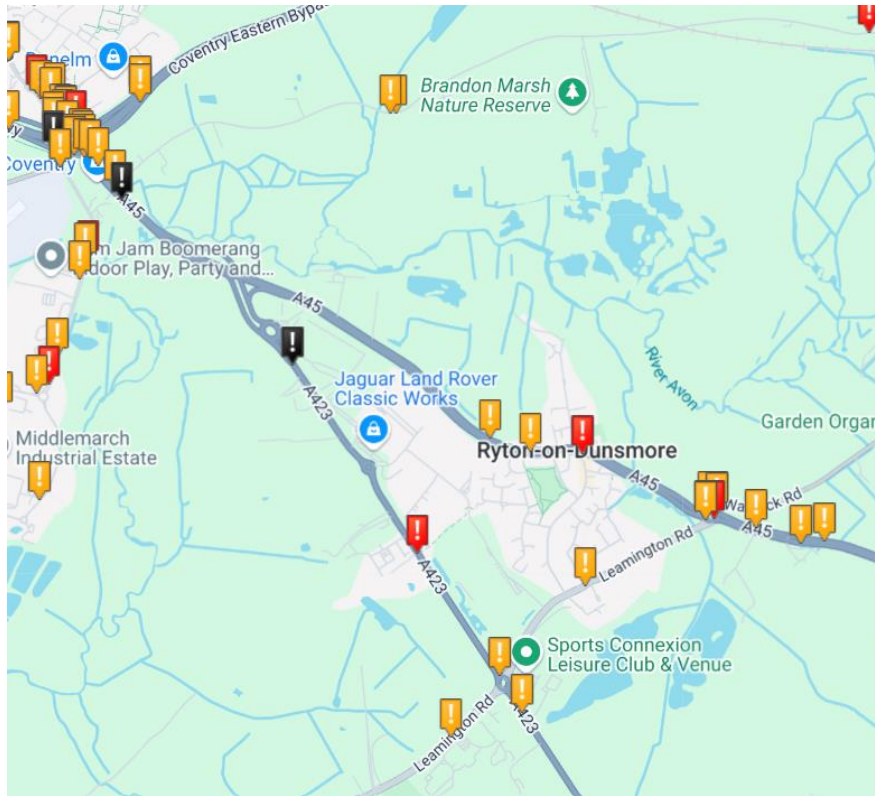


Figure 3 – Crashmap Statistics

Whilst it is considered that the number of recorded incidents is in keeping with what can be reasonably expected for the nature of the highway network, the following areas are of particular concern:

- Leamington Road / A423 Roundabout - 3 slight
- Leamington Road / A45 Junction – 1 serious, 4 slight
- A45 in Ryton-on-Dunsmore – 2 serious, 1 slight
- A423 near to Prologis Park – 1 fatal, 1 serious
- Tollbar End Roundabout – 1 fatal, 1 serious, 17 slight

The Employment Site will undoubtedly impact on these junctions but to date there are no highway improvement proposals relating to the development. In the absence of any mitigation, it is considered that any increase in traffic will likely lead to increased recorded incidents. Road Safety Audits will undoubtedly be required for any proposals, but this provides little comfort at this stage as the nature of any highway work is unknown.

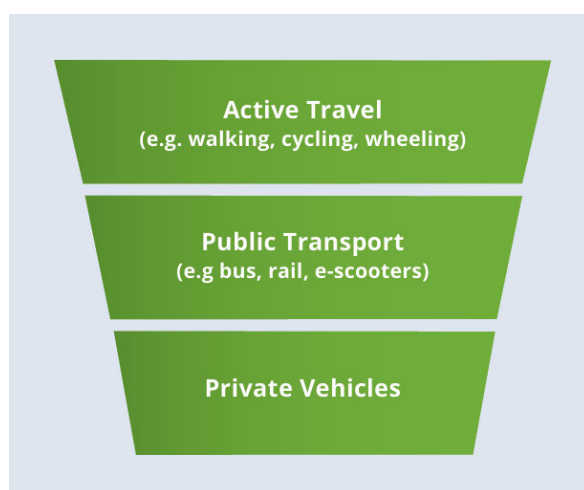
It is difficult to assess the implications of the site as very little detail is available in respect of the above. How the Employment Site complies with transport and planning policy is discussed further in Section 4, further comment on the current highway mitigation is provided in Section 5, and how each mode of travel has been considered, or otherwise, is discussed in Section 6.

4 TRANSPORT & HIGHWAY POLICY – BACKGROUND

There are a number of local and national planning policies that any development proposal should consider prior to the submission of a planning application. This report is focused on those relating to transport and highways, with a selection of these policies detailed below. Sustainable travel to development sites is a key objective for both national and local government.

Warwickshire Local Transport Plan (LTP4)

Adopted by Warwickshire County Council in 2023, the Plan sets out the Council's overall transport strategy and general policies. The Plan contains 4 key themes, namely Environment, Wellbeing, Place, and Economy. To support these themes, a Travel Choices Hierarchy is promoted in order to achieve "*a shift in travel behaviours to use forms of transport that promote wellbeing and are environmentally sustainable*". The hierarchy is as follows:



Whilst it is acknowledged that all development sites have individual characteristics that determine whether this hierarchy can be achieved, it is clear that the Employment Site does not prioritise Active Travel or Public Transport, with a likely high dependence on Private Vehicles.

Rugby Net Zero

Rugby Borough Council has published a Climate Change Strategy and Action Plan, within which one its core seven themes relates to transport. The Transport 2030 Goals within the strategy are identified below:

- *The Borough will benefit from an integrated and affordable sustainable transport system, where public transport is a viable and affordable option.*
- *The Borough will benefit from infrastructure which enables residents and visitors to make more journeys by active transport such as walking and cycling.*
- *The Borough will benefit from a transport system that is resilient to the changing climate.*
- *We will lead by example by transitioning the Council's own fleet to low or zero emissions alternatives by 2030*

It is clear that the Employment Site, with its heavy reliance on motorised vehicles, will not assist the Borough in achieving these goals. There are only superficial proposals relating to sustainable modes of travel, conflicting hugely with the Net Zero policy.

Active Travel England

ATE is the government body responsible for encouraging everyone to make walking, wheeling and cycling the preferred choice for short journeys, and assess the active travel merits of a development proposal. Their objective is to ensure that at least 50% of short trips are made by sustainable modes by 2030. ATE fundamentally comments on larger planning applications, and therefore it is highly likely that they will be requiring measures to ensure that people can travel by sustainable modes. To date, there is only extremely limited information presented with the Employment Site that demonstrate that the goals of ATE can be met.

Local Transport Note 1/20

LTN 1/20 provides advice to local authorities on delivering high quality, cycle infrastructure, providing specific guidance on how such infrastructure should be designed and implemented. The Preferred Option Consultation Document does refer to the need to provide cycle links to Toll Bar and to Ryton-on-Dunsmore, but there is no further discussion nor detail of how this may be achieved. Such detail would be required as part of planning submissions, but at that stage it may be difficult to implement such provision – for example, land may not be available to provide such facilities, or the existing network may lead to such infrastructure being expensive for developers to provide.

5 ASSESSMENT OF CURRENT HIGHWAY MITIGATION

Figure 2, found in Section 2 of this report, is taken from the Vision Statement and provides a rather high-level assessment of the highways, transport and access implications and argues that there is *“no transport reason preventing the development of the site”*. This is considered to be a rather confident statement, bearing in mind that a) the site does not appear to be supported by wider transport policy as discussed earlier, and b) the lack of detail that appears to be available for consideration at this early stage. However, what has been presented is discussed further below:

- **Capacity of Existing Highway Network**

The Vision Statement advises that *“an initial high-level assessment has been undertaken of the capacity of the surrounding highways network and initial discussions have been held with National Highways and Warwickshire County Highways. From this work it is clear that the proposal can be satisfactorily accommodated within the network”*.

The Employment Site is located close to good road links to the wider Warwickshire region and beyond, however details of the ‘high level assessment’ do not appear to be available and the assumptions supporting the assessment are unknown.

- **HGV Routing**

The Vision Statement confirms that *“there is already a successful HGV routing agreement for Prologis Park Ryton and this would be carried through the new development ensuring that restrictions on HGVs accessing the A45 via the village along Leamington Road would continue”*.

It is acknowledged that HGVs are already routed away from Ryton-Upon-Dunsmore, and there is no reason to suggest this may not continue. However, there will clearly be a substantial increase in HGVs on the highway network, with greater temptation at busy times for drivers to ignore the routing agreement, which does not appear to be supported by any formal Traffic Regulation Order prohibiting HGVs on Leamington Road between the A45 and the A423. Signage is provided at both roundabouts, but this relates to ‘No HGV Quarry Traffic’ and does not have any legal standing.

Further work is required to provide a more formal, signed HGV strategy together with Traffic Regulation Orders to prohibit usage of less desirable routes, particularly the village of Ryton-on-Dunsmore.

- **Bus Services**

The Vision Statement mentions that *“the site already has a passing bus service directly linking it to Rugby and Coventry (Routes 25 and 25A) providing an opportunity for network enhancement and a possible service re-routing through the site”*.

This statement is considered to be rather ambitious. Whilst the services do connect local villages and the larger conurbations of Rugby and Coventry, they are relatively infrequent and do not provide fast connections. Only 6 buses a day operate in each direction and the journey takes 50 minutes from Rugby. This is compared to a more direct car journey of approximately 22 minutes (taken from Google Maps Directions). Whilst the journey from Coventry is quicker, only 30 minutes, the same frequency of service is provided.

It is considered that the current bus service is inadequate to help ensure that visitors to the site do so by more sustainable modes of travel. There is also no guarantee that these

services will continue to operate, although it is accepted that an Employment Site of this type would encourage patronage. Additionally, the bus stops on the A423 adjacent to the site are inadequate and in need of upgrade.

- **Sustainable Transport Solutions**

The Vision Statement includes the following - *“Prologis is also investigating the potential to introduce the sustainable transport solution that it has delivered at DIRFT where a technology-enabled shuttle bus service has been set up through Zeelo, providing a convenient, hassle free and cost effective addition to public bus services”*.

Zeelo is a sustainable shuttle service designed to be a convenient way to commute to developments. They design commuter shuttles based upon the needs of businesses and employees, and in principle appears to be an excellent proposal. However, precise details will only become available once planning applications are submitted, and planning conditions would be required to ensure such a service was provided.

- **Public Rights of Way**

The final part of the Vision Statement indicates that *“the proposal includes a significant Community Park with public access enabling enhancement and expansion of the existing right of way network that runs through the site and providing pedestrian and cycle access throughout the site”*.

It is accepted that the existing public rights of way across the site would be affected. This is not uncommon on such developments and, having been specifically raised as part of the Vision Statement it can reasonably be expected that diversions of these would be addressed at the planning application stage. An order to divert public right of ways in the interest of the landowner, the public, or both, would be required under Section 119 of the Highways Act 1980.

6 ASSESSMENT OF ACCESS BY MODE OF TRANSPORT

▪ **Private Vehicle Access**

As stated above, the Employment Site is well located to the strategic road network, and as such will likely attract many visits by private car. Unlike HGV and LGV's, motorists in private vehicles will not be subject to prohibited routes and will be free to choose their routes to the Employment Site.

To date, the only highway proposals include adding an additional arm to the existing roundabout to Prologis Park Ryton, and a new roundabout to the north of the Leamington Road junction. Very little has been identified with regard to highway improvements to offset or mitigate any increase in vehicular traffic, other than the references to sustainable modes.

One consideration that should be investigated further is eastbound access to the A45 from its junction with the A423. Direct access is provided in the westerly direction via a dedicated slip road, but no such provision is made for the opposing movement with motorists having to travel up to Toll Bar and undertake a u-turn. This lack of provision is likely to deter motorists from using the strategic network and inadvertently encourage through traffic on Leamington Road.

It is considered that the measures need to be developed to a) dissuade through traffic from using Leamington Road between the A423 and the A45, and b) to manage traffic and safety along the A423 adjacent to the site. This should include pedestrian and cycle facilities as discussed below.

▪ **Pedestrian Access**

The site is located to the west of the A423, in a mostly rural environment. Understandably, there are no existing footways along the proposed development frontage, nor pedestrian crossing points in the form of uncontrolled or controlled (eg pelican/puffin) crossings. However, the situation will change substantially should the development go ahead.

There will likely be an increase in pedestrians crossing the A423, yet neither the Vision Statement and the Preferred Option Consultation Document refer to the need to ensure people can access both the Employment Site or the Country Park on foot, something considered to be a major omission. Users of the Employment Site may well wish to use the local facilities of Ryton-on-Dunsmore, but access on foot would otherwise be difficult and as such people may prefer to drive.

These documents should provide additional detail on pedestrian facilities that will be required, including provision for vulnerable or partially sighted people. A review of speed limits should also be undertaken – the A423 is currently subject to national speed limits.

▪ **Cycle Access**

Reference is made in the Preferred Option Consultation Document to the creation of cycle links from the Employment site to Toll Bar, and to the village of Ryton-on-Dunsmore. Unfortunately, no firm proposals have been developed to date. There is no clear, obvious route along which cycle routes could be developed to Toll Bar, other than alongside the existing A423 and A45 roads, which are not particularly attractive to those on bicycles.

Whilst it is acknowledged that more substantial proposals will be developed in time, it is uncertain whether these will actually be deliverable as part of any planning consent. The

Preferred Option Consultation Document should provide outline proposals for cycle access that can then be implemented as part of any planning consents.

- **Public Transport Access**

Discussed previously in Section 5, contrary to the statement made within the Vision Statement, the Employment Site is not well served by public transport. In terms of infrastructure, there are few existing bus stops, and these are not fully accessible in terms of raised kerbs and tactiles, with no bus stop clearways. They are also positioned in the main carriageways on the A423 itself, preventing other traffic from passing by.

For these reasons, it is considered that existing provision in terms of both service frequency and infrastructure is inadequate. The Vision Statement and the Preferred Option Consultation Document should refer to improved public transport provision in more detail, ensuring that such improvements can be delivered as part of any planning consent.

5 CONCLUSIONS AND RECOMMENDATIONS

The proposed Employment Site and Country Park are well located for access to the strategic road network and is adjacent to an existing development site. It is acknowledged that such facilities need to be provided within the Borough, but neither the Preferred Option Consultation Document and the Vision Statement provide any confidence that the local highway network can cater for such an increase in demand, by all modes of transport, and that local and national policy objectives are achieved.

Whilst it is appreciated that these documents are very much strategic at this stage, much of the detail to address likely highway impacts appears not to have been investigated. It is considered that the Preferred Option Consultation Document should identify more definitive highway proposals to mitigate the likely impacts, that can then be secured as part of any planning submissions.

These include:

- Direct, eastbound access to the A45 from its junction with the A423, to reduce through traffic on both Leamington Road and Toll Bar
- Indicative cycle proposals, linking the Employment Site to Toll Bar, Ryton-on-Dunsmore, and beyond
- Indicative highway improvement proposals on the A423 to address safety concerns, and improve access for pedestrians, cyclists, and public transport users
- Indicative highway improvement proposals on Leamington Road to dissuade through traffic on Leamington Road
- Provide additional detail on how public transport services will be improved to encourage use of bus travel