

Representation Form for Local Plans



Local Plan Publication Stage Representation Form

Ref:

(For
official use
only)

**Name of the Local Plan to which
this representation relates:**

Rugby Borough Council Proposed Submission
Local Plan

Please return to Rugby Borough Council by 5:00pm Friday 13th March 2026
By email to: localplan@rugby.gov.uk with **Proposed Submission Consultation in
the subject line, OR by post to:** Development Strategy, Town Hall, Evreux Way,
Rugby, CV21 2RR.

This form has two parts –

Part A – Personal Details: need only be completed once.

Part B – Your representation(s). Please fill in a separate sheet for each representation
you wish to make.

Part A

1. Personal Details*

**If an agent is appointed, please complete only the Title, Name and Organisation boxes below (if applicable)
but complete the full contact details of the agent in 2.*

2. Agent's Details (if applicable)

Title	<input type="text"/>	<input type="text"/>
First Name	<input type="text"/>	<input type="text" value="Graeme"/>
Last Name	<input type="text"/>	<input type="text" value="Warriner"/>
Job Title (where relevant)	<input type="text"/>	<input type="text" value="Director"/>
Organisation (where relevant)	<input type="text" value="Swanvale Developments Ltd"/>	<input type="text" value="NWS Planning Ltd"/>
Address Line 1	<input type="text" value="c/o NWS Planning"/>	<input type="text" value="3<sup>rd</sup> Floor"/>
Line 2	<input type="text"/>	<input type="text" value="45 Albemarle Street"/>
Line 3	<input type="text"/>	<input type="text" value="London"/>
Line 4	<input type="text"/>	<input type="text"/>
Post Code	<input type="text"/>	<input type="text" value="W1S 4JL"/>
Telephone Number	<input type="text"/>	<input type="text" value="0207 0460268"/>
E-mail Address (where relevant)	<input type="text"/>	<input type="text" value="graeme.warriner@nwsplanning.co.uk"/>

Part B – Please use a separate sheet for each policy or site you wish to comment on

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Local Plan Paragraph	<input type="text"/>	Local Plan Policy	S7	Policies Map	<input type="text"/>
Site ID	<input type="text"/>				

4. Do you consider the Local Plan:

(1) is Legally compliant	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
(2) is Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
(3) complies with the Duty to co-operate	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Policy S7 only seeks to allocate an additional 865,000 sq m of employment floorspace which while meeting Rugby's own requirements, it fails to address the scale of undersupply in Coventry (which in accordance with its NEDNA study (2022) and Employment Land Review (2024) has a shortfall of 73.9ha of industrial land supply.

This is a missed opportunity to provide additional employment land to address the acute issues Coventry has in meeting its own employment land requirements and the policy is therefore considered unsound as it does not present an effective strategy.

Additional employment land should be allocated to address Coventry's shortfall. This should include the allocation of land at Junction 2 of the M6 (HELAA Site 143), an area already considered appropriate for development in the Sustainability Appraisal, and adjacent to Crowner Fields Farm, Ansty.

Details of the site and its merits are provided in the attached supporting statement.

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound.

It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Additional employment land should be allocated in Policy S7 to address Coventry's shortfall. This should include the allocation of land at Junction 2 of the M6 (HELAA Site 143), an area already considered appropriate for development in the Sustainability Appraisal, adjacent to Crowner Fields Farm, Ansty.

The Table in Policy S7 B should be updated to include an additional line stating:

143 - Land off Hinckley Road, M6 Jctn 2 - Circa 17,480 sq m

(Continue on a separate sheet /expand box if necessary)

Please note: In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

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No, I do not wish to participate in hearing session(s)

Yes, I wish to participate in hearing session(s)

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n/a

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Name or Organisation:

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Local Plan Paragraph	<input type="text"/>	Local Plan Policy	<input type="text"/>	Policies Map	x <input type="text"/>
Site ID	<input type="text"/>				

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Land off Hinckley Road (M6 Junction 2) should be removed from the Green Belt designation as the evidence base, especially the conclusions of the 2015 Green Belt Review, does not support its inclusion given its poor performance to Green Belt functions.

(See attached supporting statement)

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

The land should be removed from Green Belt so the M6 slip to the M69 provides a more durable and obvious physical boundary to the Green Belt beyond.

(Continue on a separate sheet /expand box if necessary)

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Part B – Please use a separate sheet for each policy or site you wish to comment on

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Local Plan Paragraph	<input type="text"/>	Local Plan Policy	S3 <input type="text"/>	Policies Map	<input type="text"/>
Site ID	<input type="text"/>				

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(1) is Legally compliant	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
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Policy S3 only seeks to provide 1,034,243 sq m of industrial floorspace which while meeting Rugby's own requirements, it fails to address the scale of undersupply in Coventry (which in accordance with its NEDNA study (2022) and Employment Land Review (2024) has a shortfall of 73.9ha of industrial land supply.

Para 1.10 of the Proposed Submission Draft acknowledges that Policy S3 would only provide 2.5ha of Coventry's unmet need. This is a missed opportunity to provide additional employment land to address the acute issues Coventry has in meeting its own employment land requirements and the policy is therefore considered unsound as it does not present an effective strategy.

(See Separate Supporting Statement)

(Continue on a separate sheet /expand box if necessary)

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Additional employment land should be allocated to address Coventry's shortfall. This should include the allocation of land at Junction 2 of the M6 (HELAA Site 143), an area already considered appropriate for development in the Sustainability Appraisal, adjacent to Crouner Fields Farm, Ansty.

The floorspace requirements should be updated accordingly and an additional line added to the Table in B stating:

Land off Hinckley Road, M6 Jctn 2 – 17,480 sq m

(Continue on a separate sheet /expand box if necessary)

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March 2026

LAND OFF HINCKLEY ROAD (M6 JUNCTION 2) - (HELAA SITE 143) (THE SITE)

Land off Hinckley Road (M6 Junction 2) (The Site) presents an available site that has been in almost continuous use since 2018/19 in the form of development compounds. (Balfour Beatty for the M6 Smart Motorway works in 2018/19 and more recently by National Highways as a compound for A46/M69 road works). An OS Plan of the Site and photographs of its use as a compound are provided at **Annex 1**.

The Site lies adjacent to the proposed employment site allocation at 'Crown Fields Farm and Home Farm' (Site 95) and is considered an appropriate site for small industrial/warehouse use that would complement the proposed manufacturing and research and development uses on this allocation and also at the proposed extended Ansty Park (Site 14).

The Site falls within the Green Belt, but the joint Green Belt review study (2015) identified the Site within parcel C6 as not contributing to the function of the Green Belt (See **Annex 2**) and recommended its release.

The more recent Green Belt Contribution Study (2025) includes this site as an area that strongly performs a Green Belt function. However, this study considers the site in the context of a wider parcel of land and it is difficult to reconcile the conclusions of this study with the previous observations of the 2015 study when the Site is considered as a smaller independent parcel of land. It is important also to acknowledge that the assessment of Site 95 (land at Crown Fields Farm and Home Farm) in the Green Belt Contribution Study (Stage 2: Site Contribution Assessments) (2025) recognises the urbanising effects of the M6 and M69 close to its boundary as potentially reducing its strong function to Purpose A (checking unrestricted sprawl) and C (safeguarding the countryside). The Site is substantially contained by these urbanising effects therefore clearly reducing the ability of it to perform similarly strongly.

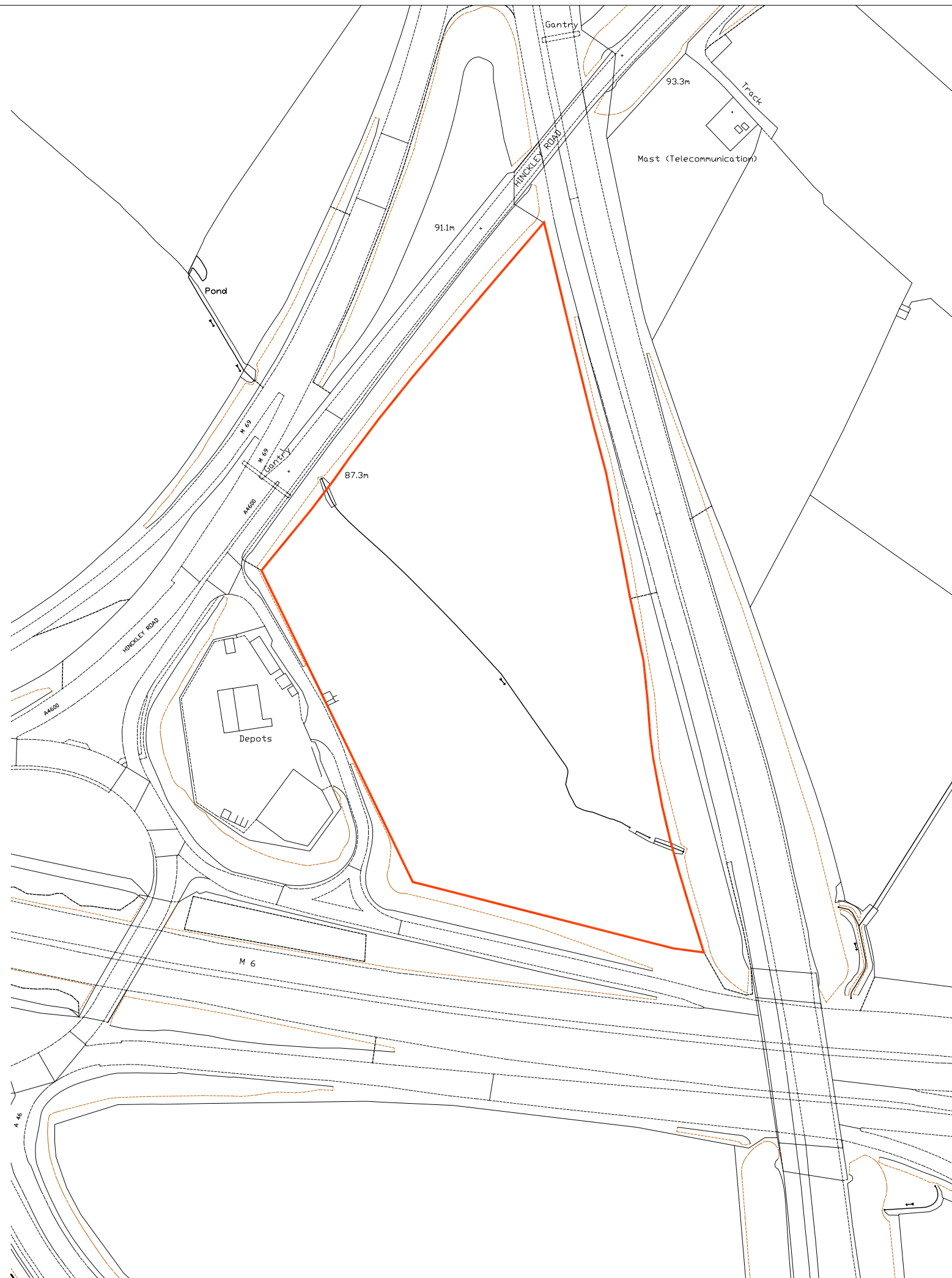
The removal of Site 95 from the Green Belt will also further reduce the openness of the area and the ability of the Site to meet the functions of Green Belt. It instead presents a more logical extension of the development area, thereby allowing the M6/M69 slip road (as the western extent of Junction 2) to be the physical and durable Green Belt boundary.

The site was considered for allocation in the Stage 2 Site Options Assessment (March 2025) and was not progressed on the basis of the highway access and PTAL rating. The intention would be to improve the access from Hinckley Road (B4065) and Pre-Application discussions with Warwickshire County Council (as Highways Authority) are ongoing. An appropriate access arrangement has been provided (see **Annex 3**), which includes new footway access. The scheme would have the benefit of reducing the need for traffic to access and egress from/onto the M6 slip road as it would allow all access and egress onto Hinckley Road in both directions. (National Highways do not consider the use of the slip road to be ideal).

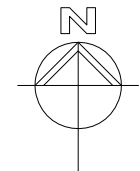
There is a bus route (Arriva Midlands 74, 74A, 74B & 74S) that provides 5 return journeys per day between Coventry and Nuneaton that passes through Ansty village and along the B4065 Hinckley Road. A Bus stop can be provided on the main road near our access as part of any development proposals.

In light of the alternative access arrangements that have been designed and the fact that the PTAL rating can be improved, the Site presents a further opportunity for employment development in this location as a new allocation, or an extension to the allocation of Site 95. In any event, it is logical to remove the Site from the Green Belt as part of the surrounding significant releases being proposed given that it does not contribute the function of the Green Belt as per the evidence of the 2015 Green Belt Study (**Annex 2**).

Annex 1 — OS Plan and Photographs



NOTES
 Do not scale from this drawing
 Contractor to take and check all dimensions on site
 before work commences.
 Discrepancies to be reported to the architect.
 Subcontractor to verify all dimensions on site before
 making shop drawings or commencing manufacture.
 This drawing is copyright.



Rev.	Description	Drawn	Date

Geddes Architects 
 Studio 3.06 Canterbury Court Kennington Park
 1-3 Brixton Road London SW9 6DE
 www.geddesarchitects.com T +44 020 7261 0277

Client: Swanvale

Project: M6 - M69 Junction

Title: OS Map

DATE	06.01.2017	CHECK STAGE	STAGE
DRAWN	VT	CHECK DATE	DD.MM.YYYY
SCALE	1:2500 @ A3	CHECKED BY	INITIALS

16.014 (SK)001

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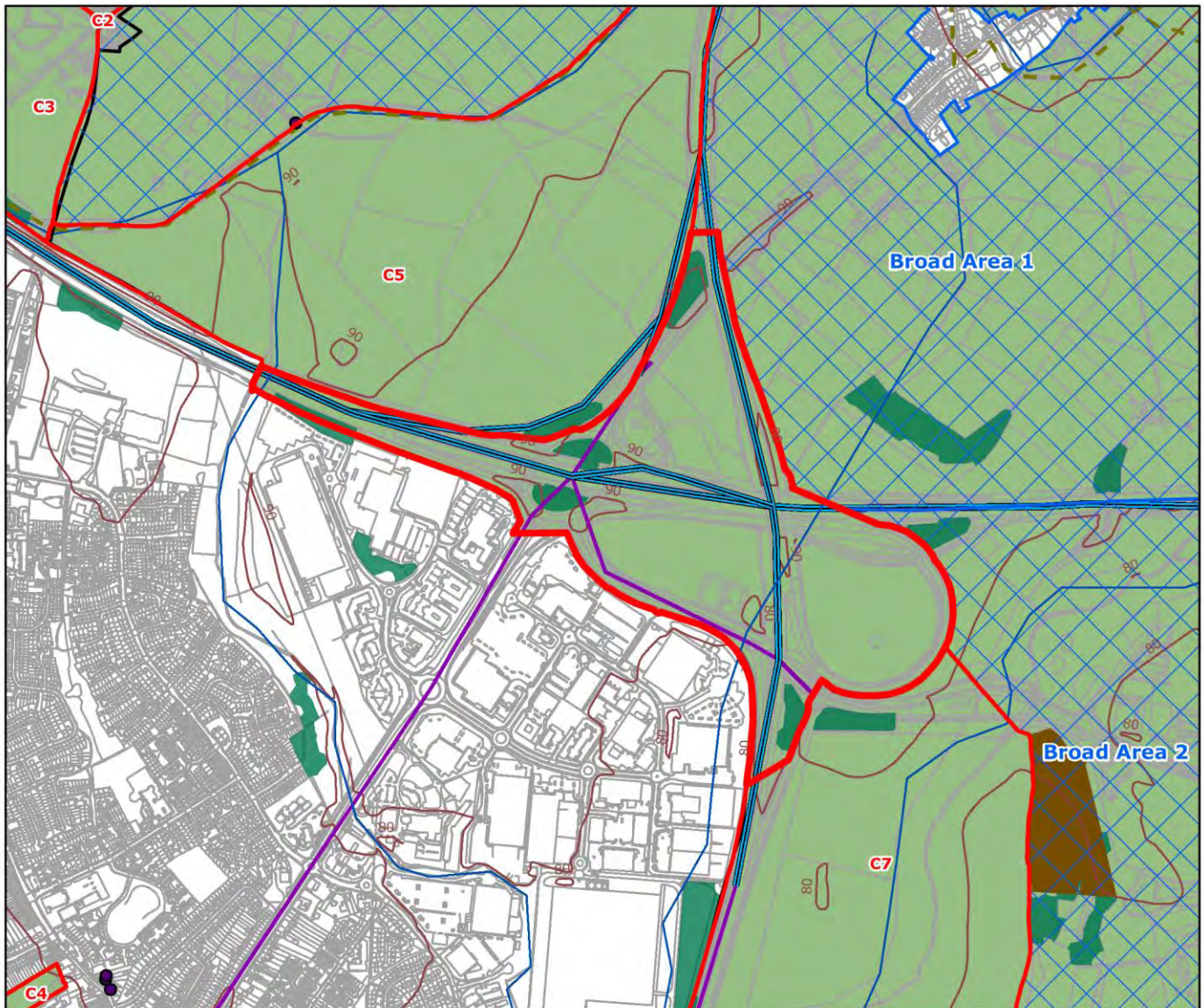


Annex 2 — Parcel C6 (The Site) Green Belt Review Conclusions 2015

Land Parcel Ref: C6

Main Authority: Rugby Borough Council

Parcel Type: Land Parcel



Parcel - C6

District Boundary	Primary Constraints	Other Information	Motorway
Land Parcel	SSSI	Grade I Listed Building	A-Road
Broad Area	Scheduled Monument	Grade II Listed Building	Railway Line
Green Belt	Flood Zone 3b	Grade II* Listed Building	AONB
Contours (10m)		Promoted Footpath	Conservation Area
		River/Canal	Registered Park and Garden
		Lake	Ancient Woodland Inventory
			National Forest Inventory

© Crown copyright and database rights 2015 Ordnance Survey 0100012747

0 115 230 460 m

Main Authority: Rugby Borough Council

Other Authorities: N/A

Land Parcel Ref: C6

Main Authority: Rugby Borough Council

Parcel Type: Land Parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Ribbon development

Does the parcel play a role in preventing ribbon development and/or has the Green Belt within the parcel already been compromised by ribbon development?

Score:

Notes:

This parcel is bordered by major road routes such as the M6, M69 and A46 dual carriageway which means this parcel is unlikely to prevent ribbon development as there is limited potential.

Issue 1b - Openness

Is the parcel free from development?
Does the parcel have a sense of openness?

Score:

Notes:

As well as the main motorways, this parcel also contains a Highways Agency maintenance compound which compromises the openness of the parcel. The relatively, small and flat islands of countryside, surrounded by large, raised and busy roads, combined with buildings and hardstanding associated with the other land uses, wholly compromise the openness of the countryside within the parcel.

Land Parcel Ref: C6

Main Authority: Rugby Borough Council

Parcel Type: Land Parcel

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Location of parcel and distance between neighbouring settlements

Is the parcel located within an existing settlement?

If no, what is the width of the gap between the settlements at the point that the parcel is intersected?

Score:

Notes:

The village of Ansty lies 1.2km to the north of Coventry along Hinckley Road.

Land Parcel Ref: C6

Main Authority: Rugby Borough Council

Parcel Type: Land Parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Score:

Notes:

This parcel contains significant urbanising development in the form of major roads and areas of hard standing for a maintenance compound. The remaining areas of the parcel are agricultural fields, therefore the land within the parcel is still considered to be countryside; however, these relatively, small and flat islands of countryside, surrounded by large, raised and busy roads, combined with buildings and hardstanding associated with the other land uses, are considered to have been urbanised.

Issue 3b - Significance of boundaries / features to contain development and prevent encroachment

Are there existing natural or man-made features / boundaries that would prevent encroachment in the long term? (These could be outside the parcel)

Score:

Notes:

The main routes of the M6, M69 and A46 would prevent the encroachment of development into this area of Green Belt.

Land Parcel Ref: C6

Main Authority: Rugby Borough Council

Parcel Type: Land Parcel

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Parcel forms an historical and/or visual setting to the historic town

Is the parcel partially or wholly within or adjacent to a Conservation Area within an historic town?

Does the parcel have good intervisibility with the historic core of an historic town?

Score:

Notes:

The parcel does not overlap with a Conservation Area within an historic town. In addition, there is no intervisibility between the historic core of a historic town and the parcel.

Land Parcel Ref: C6

Main Authority: Rugby Borough Council

Parcel Type: Land Parcel

Purpose 5 - To assist in urban regeneration by encouraging the recycling of derelict and other urban land

Issue 5a - The need to incentivise development on derelict and other urban land within settlements

All parcels make an equally significant contribution (+4) to this purpose.

All Green Belt makes a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites.

The Local Authorities involved in this review are covered by the Coventry and Warwickshire Housing Market Area (HMA). Defining the area as an HMA reflects the key functional linkages that operate between where people live and work and the household demand and preferences that define the area. As the whole Housing Market Area functions as one unit, this makes it difficult to accurately assess whether one individual parcel considered in isolation makes a more significant contribution than another to incentivising development on previously developed land. What can be said is that all parcels make an equally significant contribution to this purpose and are each given a score of 4.

Land Parcel Ref: C6

Main Authority: Rugby Borough Council

Parcel Type: Land Parcel

Score Summary

Purpose 1 Score: /4

Purpose 2 Score: /4

Purpose 3 Score: /4

Purpose 4 Score: /4

Purpose 5 Score: /4

Total Score: /20

Annex 3 — WCC Pre-Application Transport Submission

Proposed Employment Development, Land off Hinckley Road, Ansty

Pre-Application Technical Note – Highways & Transport

Prepared on behalf of Swanvale Developments Ltd

January 2026

Introduction

Milestone Transport Planning Ltd (MTP) have been instructed by Swanvale Developments Limited to prepare a pre-application Technical Note that considers the highways and transport implications of the potential employment development, (Rugby Borough Council HELAA Site 143), on land off Hinckley Road, Ansty, hereon in referred to as the '*subject site*'.

The subject site lies adjacent to the permitted (Rugby Borough Council planning application reference: R23/1027) employment campus site allocation at 'Crownier Fields Farm and Home Farm' (Site 95) and is considered an appropriate site for small industrial/warehouse use that would complement the proposed manufacturing, research and development uses on this allocation and at the proposed extended Ansty Park (Site 14), as identified in Rugby Borough Council's Local Plan Review Preferred Option Consultation.

Site Location & Baseline Conditions

Specifically, the subject site comprises land to the north-west of the old alignment of Hinckley Road that is one-way and extends from the eastbound on-slip to the M6 motorway to the B4065, immediately to the north-west of Junction 2. The site was formerly in agricultural use and, more recently, has been used as a site compound by National Highways, and storage space associated with the construction of HS2.

Hinckley Road (B4065) runs along the northern boundary of the subject site and is a single lane two-way carriageway with a speed limit of 50mph. The B4065 provides access to the residential areas of Ansty and Shilton to the north and connects to Junction 2 of the M6 to the south-west. The main vehicular access to the subject site is proposed to be situated off Hinckley Road.

The subject site lies within the administrative area of Rugby Borough Council, 1.2kms south-west of Ansty village centre. The site is located close to the boundary with Coventry and is 1.7kms north-east of Walsgrave and 7.3kms north-east of Coventry city centre.

The subject site is ideally located for employment-type development with excellent connections to the surrounding strategic road network including the M6, M69 and A46 (for connections south towards the M40). The location of the subject site is shown on Figure 1.

From a highway safety perspective, a brief review of published statistics indicates that there have been 12 recorded Personal Injury Accidents (PIAs) over the most recent 5-year period either at or on the key approaches to M6 Junction 2, of which all but two accidents were recorded as slight severity.

A footway extends along the B4065 that continues north-eastwards towards Ansty village and southwards to the M6 Junction 2. Traffic signal-controlled crossing facilities are provided on the approach arms to the west of the M6 Junction 2 roundabout that provide safe crossing facilities over towards the A4600 and Central Boulevard. Shared pedestrian / cycle facilities are provided on both of these corridors to the south of M6 Junction 2.

There are no existing bus stops in the immediate vicinity of the subject site. There is however an existing bus service, Route 74 operated by Arriva Bus, which passes along the B4065 immediately west of the subject site. Route 74 extends from Coventry to Nuneaton via Ansty village with 6 services per day on weekdays.

To the south of M6 Junction 2 there are additional bus stops at the Showcase / Megabowl in Walsgrave that are served by more frequent services to / from Coventry City Centre. Routes 8 and X30 provide a combined frequency of 5 services per hour during weekday daytime hours.

At present, the nearest bus stops for Route 74 are at Grove Road in Ansty village, 1.0km walk distance from the subject site. In conjunction with the proposed development, consideration could be given to the provision of additional stops closer to the subject site, however any such provision would need to be directly related and proportionate to the impact of the proposed development.

As requested by Warwickshire County Council, it is understood that that the permitted Cowner Fields Farm and Home Farm employment site will extend bus routes 74 and 8 into the campus via the approved roundabout junction from Hinckley Road and provide an additional bus service along each route to deliver higher frequencies to Nuneaton and Coventry city centre, comprising an hourly bus service to Nuneaton; and a 20–30-minute frequency bus service between the campus and Coventry City Centre.

Figure 1 Site Location



Proposed Development & Access Strategy

It is anticipated that the proposed development on the subject site will be served off a new traffic signal-controlled junction on B4065 Hinckley Road.

In conjunction with the construction of the site access, it is proposed to undertake works to enable a pedestrian connection to those improvement works associated with the permitted Crowner Fields Farm and Home Farm development along Hinckley Road, which includes an improved pedestrian crossing at the junction of Old Hinckley Road and to the pedestrian environment around Junction 2 of the M6.

A copy of the preliminary layout for the proposed site access junction (MTP dwg. ref. 18099/SK03) is included as **Appendix 1** to this Technical Note.

Within the subject site, provision will be made for the requisite service yards, turning areas for HGVs as well as parking zones for vehicles and cycles. The site layout will deliver clear distinction between access routes for HGVs and cars and, importantly, the layout will ensure that the safety of vulnerable non-motorised users such as pedestrians and cyclists is protected, with priority given to these where possible, particularly at crossing points.

The current design intention is to ensure that the scheme proposals adhere to the parking standards within Appendix 1 of the RBC preferred option consultation document for Use Class B2 General Industrial, namely:

- ❖ Car Parking – 1 space per 90sqm
- ❖ Disabled Parking – 1 space per 25 spaces (first 100 spaces), 1 space per 100 spaces thereafter
- ❖ Cycle Parking – 1 space per 500sqm (long stay) + 1 space per 1,000sqm (short stay)

It is also intended to provide a proportion (to be agreed) of electric vehicle charging points (EVCPs) within the car parking provision and shall be provided in accordance with Building Regulations.

As the scheme proposals develop, full swept path analysis of the internal layout will be produced to demonstrate that there will be no issues in respect of vehicle turning (both HGVs and cars) or any requirement for parking to overspill onto surrounding roads.

Development Trip Generation

Examination of the TRICS database to find Use Class B2 Industrial Estate sites of similar characteristics and location has been undertaken to obtain representative trip rates. A copy of the TRICS output is included as **Appendix 2** to this Technical Note.

Table 1 summarises the predicted level of vehicular trip generation associated with a Use Class B2 Industrial Estate with a site area of 5ha during the weekday AM and PM peak periods and over a daily period.

Table 1 Predicted Total Vehicle Movements

Time Period	Arrivals		Departures		Total	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
AM Peak Hour	11.201	56	3.604	18	14.805	74
PM Peak Hour	2.816	14	10.858	54	13.674	68
Daily	86.871	434	81.641	408	168.512	842

From Table 1 above, it can be seen that a proposal option for B2 Industrial Estate on the subject site has the ability to generate around 74-68 total two-way vehicular movements during the weekday AM and PM peak hours, equivalent to around 1 vehicle movement per minute.

Development Trip Distribution

To understand the potential impact of vehicle trips associated with the proposal option for a B2 Industrial Estate on the key approach routes to the subject site, 2011 Census Origin-Destination '*location of usual residence and place of work by method of travel to work*' data has been used.

Based on the MSOA 'Rugby 001', **Appendix 3** to this Technical Note provides a spreadsheet model of the potential distribution of development-related trips. Tables 2 & 3 below provide a summary of the proportional split of development-related traffic by each key approach route during the weekday AM and PM peak hourly periods respectively.

Table 2 Distribution of Development Related Traffic – AM Peak Hour

Key Approach Route	% Split	Arrivals	Departures	Total Two-Way
B4065	10.3	6	2	8
M69(N)	25.0	14	5	19
M6(E)	19.0	11	3	14
A46(S)	10.1	6	2	7
A4600	15.5	9	3	11
M6(W)	20.1	11	4	15
Daily	100.0	56	18	74

Table 3 Distribution of Development Related Traffic – PM Peak Hour

Key Approach Route	% Split	Arrivals	Departures	Total Two-Way
B4065	10.3	1	6	7
M69(N)	25.0	4	14	17
M6(E)	19.0	3	10	13
A46(S)	10.1	1	5	7
A4600	15.5	2	8	11
M6(W)	20.1	3	11	14
Daily	100.0	14	54	68

From Tables 2 & 3 it is clear that with the dispersal of development-related traffic onto the surrounding network, not one of the key approach routes will experience an increase in traffic above 19 two-way movements during either the weekday AM and PM peak hourly periods.

Previous Uses on the Site

For a period of time during 2018, the subject site was in use as a National Highways site compound. A series of turning movement counts were conducted during the weekday AM and PM peak periods on Tuesday 5 June 2018 at the existing access to the site compound, the existing highway depot opposite and at the existing junctions off the M6 eastbound on-slip and onto the B4065.

From analysis of the results of the turning movement counts, it is of note that the use of a subject site as a site compound yielded up to 42 total vehicle movements (36 HGVs) in the AM peak hour and 16 total vehicle movements (6 HGVs) in the PM peak hour.

Whilst only temporary in nature, the level of vehicular trip generation from the use of the subject site as a site compound further evidences that the proposed employment development will not have a material impact on the surrounding highway network.

Summary & Conclusions

This pre-application Technical Note has considered the highways and transport implications of the potential employment development, under Use Class B2, on land off Hinckley Road, Ansty from the results of which the following is noted:

- The site is strategically located with excellent access to the Strategic Road Network to allow for the dispersion of development-related traffic which will have minimal impact on all key approach routes;
- There are opportunities, albeit slightly limited, to access the subject site by means other than the private car. Directly related and proportionate measures to encourage sustainable modes of travel can be incorporated into the emerging scheme proposals;
- The proposed site access and off-site works will incorporate provision for pedestrians, including the construction of a footway connection from the site to the existing infrastructure along the B4065;
- The emerging site layout will provide all necessary turning facilities for both HGV's and private cars and will be subject to swept path analysis. Where applicable, safe routes and priority will be given to pedestrians and cyclists within the curtilage of the site;
- The design intention is to ensure that the site layout complies with adopted RBC parking standards for cars (including disabled & EVCP provision) and cycles such that there will be no requirement for parking to overspill onto surrounding roads;
- The proposed employment development will generate low levels of vehicle trips during both the weekday AM and PM peak periods and on a daily basis. It has been demonstrated that the volume of traffic generation can be absorbed on the multiple access routes to / from the site via Junction 2 of the M6;
- For a period of time during 2018, the subject site was in use as a National Highways site compound and most recently for storage by HS2;
- The sustainability credentials of the subject site will benefit from future pedestrian and public transport improvements associated with the permitted Crouner Fields Farm and Home Farm employment campus.

Based on the findings within the pre-application Technical Note there are deemed to be no substantial highway or transportation reason as to why this site should not be considered for development along the lines of proposed.

Appendix 1

Appendix 2

Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

06	WEST MIDLANDS		
	WK	WARWICKSHIRE	4 days
	WM	WEST MIDLANDS	4 days
	WO	WORCESTERSHIRE	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	AREA
Actual Range:	0.27 to 35.43 (units:hect)
Range Selected by User:	0.27 to 209 (units:hect)
Parking Spaces Range:	0 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	31/03/82 to 23/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	4 days
Monday	1 days
Thursday	1 days
Tuesday	2 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	9 days
Edge of Town Centre	1 days
Suburban Area	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	4 days
No Sub Category	2 days
Out of Town	1 days
Residential Zone	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	4 days
Servicing vehicles Unknown	7 days

Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

Secondary Filtering Selection:

Use Class:

Not Known	11 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3746

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	3 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	4 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	6 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 11 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 11 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

1	WK-02-D-01	INDUSTRIAL ESTATE	WARWICKSHIRE
CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 35.43000030517578 hect Survey date: Wednesday 27/06/2018			
			Survey Type: Manual
2	WK-02-D-02	INDUSTRIAL ESTATE	WARWICKSHIRE
OVERVIEW WAY RUGBY Edge of Town Industrial Zone Site area: 25 hect Survey date: Wednesday 27/06/2018			
			Survey Type: Manual
3	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
EASTBORO WAY NUNEATON Edge of Town Industrial Zone Site area: 5.599999904632568 hect Survey date: Thursday 26/09/2019			
			Survey Type: Manual
4	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
ABELES WAY ATHERSTONE Edge of Town No Sub Category Site area: 4.860000133514404 hect Survey date: Friday 27/09/2019			
			Survey Type: Manual
5	WM-02-D-01	INDUSTRIAL EST.	WEST MIDLANDS
MELCHETT ROAD BIRMINGHAM KINGS NORTON Edge of Town Industrial Zone Site area: 0.8999999761581421 hect Survey date: Friday 24/03/2000			
			Survey Type: Manual
6	WM-02-D-02	INDUSTRIAL ESTATE	WEST MIDLANDS
DUNLOP WAY BIRMINGHAM Edge of Town Residential Zone Site area: 5.090000152587891 hect Survey date: Wednesday 07/11/2012			
			Survey Type: Manual
7	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
JUNCTION ROAD STOURBRIDGE AUDNAM Suburban Area Residential Zone Site area: 0.27000001072883606 hect Survey date: Tuesday 28/11/2017			
			Survey Type: Manual
8	WM-02-D-04	INDUSTRIAL ESTATE	WEST MIDLANDS
HORNCHURCH CLOSE COVENTRY Edge of Town Centre No Sub Category			

Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

Site area: 0.4399999976158142 hect
Survey date: Friday 18/11/2022

Survey Type: Manual

9 SANDY LANE STOURPORT-ON-SEVERN Edge of Town Commercial Zone Site area: 0.3499999940395355 hect Survey date: Friday 23/05/2014	WO-02-D-01	INDUSTRIAL ESTATE	WORCESTERSHIRE
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Survey Type: Manual

10 WEIR LANE WORCESTER Edge of Town Residential Zone Site area: 3 hect Survey date:	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
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Survey Type: Manual

11 MILLENNIUM WAY EVESHAM Edge of Town Out of Town Site area: 27 hect Survey date: Tuesday 26/06/2018	WO-02-D-03	INDUSTRIAL ESTATE	WORCESTERSHIRE
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Survey Type: Manual

Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 1 hect

Estimated TRIP rate value per 5 hect shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. AREA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00	3	4	2.110	10.550	0.367	1.835	2.477	12.385
06:00-07:00	3	4	5.505	27.523	1.284	6.422	6.789	33.945
07:00-08:00	10	11	9.258	46.291	2.392	11.958	11.650	58.249
08:00-09:00	11	10	11.201	56.003	3.604	18.019	14.805	74.022
09:00-10:00	11	10	8.171	40.856	4.345	21.725	12.516	62.581
10:00-11:00	11	10	6.281	31.406	4.679	23.393	10.960	54.799
11:00-12:00	11	10	6.059	30.295	5.031	25.153	11.090	55.448
12:00-13:00	11	10	5.911	29.553	7.300	36.502	13.211	66.055
13:00-14:00	11	10	7.930	39.652	6.670	33.352	14.600	73.004
14:00-15:00	11	10	5.197	25.987	7.736	38.679	12.933	64.666
15:00-16:00	11	10	4.299	21.493	7.402	37.011	11.701	58.504
16:00-17:00	11	10	3.900	19.502	8.227	41.134	12.127	60.636
17:00-18:00	11	10	2.816	14.082	10.858	54.289	13.674	68.371
18:00-19:00	10	11	2.270	11.351	4.223	21.114	6.493	32.465
19:00-20:00	3	4	5.046	25.229	4.679	23.394	9.725	48.623
20:00-21:00	3	4	0.917	4.587	2.844	14.220	3.761	18.807
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			86.871	434.361	81.641	408.200	168.512	842.561

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: 52688727-8261-456c-9cde-27fa5b6b44de

Parameter Summary:

Trip rate parameter range selected:	0.27 - 209 (units: hect)
Survey date date range:	24/03/2000 - 18/11/2022
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 3

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

usual residence	place of work E02006492 : Rugby 001		
E02006492 : Rugby 001	360	4.6%	10.3% B4065
E02006493 : Rugby 002	299	3.8%	25.0% M69(N)
E02006494 : Rugby 003	151	1.9%	19.0% M6(E)
E02006495 : Rugby 004	90	1.1%	10.1% A46(S)
E02006496 : Rugby 005	147	1.9%	15.4% A4600
E02006497 : Rugby 006	193	2.5%	20.1% M6(W)
E02006498 : Rugby 007	227	2.9%	100.0%
E02006499 : Rugby 008	121	1.5%	
E02006500 : Rugby 009	99	1.3%	
E02006501 : Rugby 010	201	2.6%	
E02006502 : Rugby 011	189	2.4%	
E02006503 : Rugby 012	69	0.9%	
Birmingham	143	1.8%	
Bromsgrove	18	0.2%	
Cannock Chase	11	0.1%	
Coventry	1,210	15.4%	
Dudley	21	0.3%	
East Staffordshire	16	0.2%	
Lichfield	37	0.5%	
North Warwickshire	109	1.4%	
Nuneaton and Bedworth - 1	448	5.7%	
Nuneaton and Bedworth - 2	447	5.7%	
Redditch	11	0.1%	
Sandwell	18	0.2%	
Shropshire	10	0.1%	
Solihull	79	1.0%	
South Staffordshire	9	0.1%	
Stafford	12	0.2%	
Stratford-on-Avon	74	0.9%	
Tamworth	41	0.5%	
Telford and Wrekin	6	0.1%	
Walsall	30	0.4%	
Warwick	172	2.2%	
Wolverhampton	15	0.2%	
Worcester	6	0.1%	
Wychavon	13	0.2%	
East	73	0.9%	
East Midlands	1,858	23.7%	
London	18	0.2%	
North East	16	0.2%	
North West	56	0.7%	
South East	134	1.7%	
South West	468	6.0%	
Wales	38	0.5%	
Yorkshire and The Humber	71	0.9%	
	7,834	100.0%	