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Warwickshire County Council Minerals Plan

Objections to preferred sites at Bourton on Dunsmore and Lawford Heath

DPC Comment

Both of the sites identified will provide far more sand and gravel than is required to meet the housing needs in Rugby Borough so are we to assume that not only are these sites to serve the needs of housing developers in Rugby but also Coventry and almost certainly will provide materials for the proposed HS2 project to the south of the area.

Vision & Objectives v & vi

To have full regard for the concerns and interests of local communities and protect them from unacceptable environmental adverse impacts resulting from mineral developments;

To minimise the impact of the movement of bulk materials by road on local communities and where possible encourage the use of alternative modes of transport.

DPC Response

As a Parish Council we will be very surprised if anyone bothers to consult with us because it would be inconvenient for Warwickshire County Council and the contractors to consider where traffic from the proposed sites will travel once it leaves the immediate area. Certainly Warwickshire County Council has never shown any inclination to address the concerns of Dunchurch residents let alone to protect the village.

Bourton on Dunsmore Site

Has the potential to release 2.25 - 3 million tonnes of sand and gravel during the plan period to serve the markets of Rugby and Coventry. It would partly replace mineral extraction which has ceased at nearby Ling Hall Quarry.

Early development of the site (years 2017- 2022) would provide increased production capacity in the County at an estimated rate of 150,000 tonnes per annum.

Land at Bourton on Dunsmore is allocated for sand and gravel working subject to the following requirements:-

suitable access (signals/roundabout) onto Straight Mile (B4453);
improvements may be required to the junction of A4071 and B4453;
light controlled crossing or conveyor under Straight Mile;

DPC Response

So are we to believe that a set of traffic lights or a traffic island plus a pedestrian crossing will mitigate the impact of moving 150,000 tonnes of material every year. This is yet another example of Warwickshire County Councils complete disregard for the wellbeing of its rate payers. This provision will be totally inadequate.

Lawford Heath Site

This is a very large new site (113ha) comprising four parcels of land lying north of the A45 at Lawford Heath. It has the potential to release 2.47 million tonnes of sand and gravel during the plan period to serve the markets of Rugby and Coventry. It would partly replace mineral extraction which has ceased at nearby Ling Hall Quarry.

Development of the site at the end of the first five year period (2021) would provide increased production capacity in the County at an estimated rate of 200,000 tonnes per annum and would allow any potential cumulative impacts such as, on the local highway network from the early operation of Site 1, to be addressed.

Allocation at Site 2 Lawford Heath

Land at Lawford Heath is allocated for sand and gravel working subject to the following requirements:

suitable access;

DPC Response

Warwickshire County Council are again displaying a naivety that is staggering, do they really believe that HGV's moving an additional 200,000 tonnes of sand and gravel combined with the 150,000 from the Bourton on Dunsmore site will not cause utter chaos on the road network in the surrounding areas. To indicate that the only priority is to have suitable access to the site is at the very least preposterous and lacks vision or perception of the possible consequences of their actions.

DM3

The Warwickshire Advisory Lorry Route Map available at www.warwickshire.gov.uk sets out the best available routes for heavy goods vehicles to use. Sites will not be encouraged where access is required through residential areas, sensitive land uses or via roads which are minor or considered unsuitable by the Highway Authority for HGV use.

DPC Response

This means Dunchurch!

A comprehensive Transport Assessment (TA) will need to be submitted with a planning application where a development is likely to have significant transport and related environmental impacts. The TA should identify the measures that will be taken to adequately mitigate or overcome the anticipated transport impacts of the proposal, and improve accessibility and safety for all travel modes. Where a development will have relatively limited transport implications, a Transport Statement may be appropriate. This will be the case where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts.

Applicants are strongly encouraged to undertake pre-application discussions with the relevant Highway Authority (the Highways Agency is the responsible highway authority for trunk roads and trunk motorways and the County Council is the highway authority for all other roads in Warwickshire) to establish whether a TA is required, and if so, the scope of the assessment required to consider the transport and related environmental impacts of the proposed development. The TA should include routing, on-site and off-site parking, hours/days of movement, driving conduct and complaints procedures. TAs should be incorporated into pre-application discussions and/or planning agreements and as part of the mitigation measures where necessary. Many impacts of transporting minerals, mineral derived wastes can be controlled through the use of appropriate conditions attached to a planning permission. However, developers will be encouraged to consider routing restrictions controllable by agreement to ensure the potential transport impacts of mineral development are minimised.

9 Development Management Policies

Where the road network is not adequate for the amount or type of movements, legal agreements will be sought to achieve appropriate improvements to mitigate the adverse impacts. Routing agreements will also be used where necessary to ensure that adequate/appropriate routes are used to prevent unacceptable adverse impacts upon local communities. Restrictions on the number/type of movements or outputs/sales may also be applied where necessary where road network improvements may have an unacceptable adverse impact on areas of designated landscape importance e.g. the Cotswold AONB or Conservation Areas or other environmentally sensitive areas.

Where minerals, mineral derived products and wastes are to be transported to or from the site, Lorries should be sheeted or netted to prevent the deposit of materials on the public highway. Operators should also encourage drivers not to arrive at the sites before the start of operations, as this can often cause significant disturbance to local residents at an early time of the day.

The NPPF advises that applicants are encouraged to submit travel plans for developments where there are likely to be significant transport implications from certain types of development. Travel plans help to raise awareness of the impacts of travel decisions, and they can help to deliver sustainable transport objectives through facilitating reductions in car usage, increasing use of public transport, reducing traffic speeds, improving road safety

and providing environmentally friendly transportation of materials. Where travel plans are to be submitted alongside a planning application, they should be produced in consultation with the relevant highway authority and local transport providers.

The Warwickshire Local Transport Plan 3 (LTP3) provides information on how the County Council and its partners intend to improve transport and accessibility in Warwickshire for the period up to 2026. The LTP3 provides an important transport context for the Minerals Local Plan and applicants may find that the study and the supporting evidence may help when producing transport information for a planning application.

DPC Response

This is all very grand council speak however Dunchurch Parish Council are not convinced that the Transport Survey will consider anything that will impact on the road network outside of a few hundred yards from the site as it all becomes too complicated.

10 Implementation and Monitoring

As the Minerals Planning Authority, Warwickshire County Council will play a leading role in implementing the policies of this Minerals Plan in a variety of ways. This will include: Determining planning applications in accordance with the Development Plan, government policy and guidance and other material considerations;

Attaching conditions to planning permissions where appropriate; Seeking planning obligations or legal agreements with developers where necessary; Enforcing breaches of planning control where necessary; Encouraging co-operation and dialogue between the minerals industry and the communities by facilitating consultation and participating in liaison meetings; Consulting and engaging a wide range of stakeholders including other County Council departments, District and Borough Councils, Parish Councils, adjoining Minerals Planning Authorities, the West Midlands Aggregate Working Party, the Environment Agency, Natural England, English Heritage, the Health and Safety Executive, DEFRA, the Highways Agency and other interest groups; Working collaboratively with the minerals industry issuing advice, guidance or supplementary policy documents where required.

DPC Response

Again this all sounds very good but we suspect it is just words. The bottom line for Dunchurch is that a huge number of HGV's will use the road network through the village which already have dangerous levels of pollution that are not being address by either the Borough or County Councils.

If we are to believe that the Community infrastructure levy is to be used to mitigate the impact of these sites on the local community we assume the Portfolio Holder for Transport and Planning, Councillor Peter Butlin, will be making good on his promise to support a bypass for Dunchurch.