

Independent Examination of the Nuneaton and Bedworth borough plan.

Stage Two Hearings 2018 - Inspectors matters , issues , and Questions version 1.0. 5th January 2018  
Matter 9 Infrastructure ( inc Transport ) Viability and Monitoring .

Issue 1 - Does the local plan provide the infrastructure necessary to support the delivery of Development ?

The Woodlands Action Group would like to make the following comments on the above Topic.

In STA (2016) Part 1 (page 38, para 4.26 and 4.27) it makes reference to putting a roundabout on the A444 at the junction of Sutherland Drive in 2027 by which time it is assumed that approximately 1000 dwellings (70 % of site) would be complete. The Action Group do not agree with this statement. We consider that the STA is using the wrong housing figures, which according to para 3.35 (page 21) were originally provided by NBBC. We must point out that the housing figure in the Borough Plan for HSG4, and the one we have worked off, is 689 dwellings (Plan Policy DS5, page 33). We also would like to bring the Inspector's attention the fact that the suggested new junction at Sutherland Drive (A444) is a considerable distance from the northern boundary of HSG4 site as defined in the Plan.

Evidently, STA (2016) is using an old figure for dwellings at HSG4 (1223), but it was reduced by NBBC some time ago. We consider this invalidates the STA as there is now a substantial error in the number of dwellings, and because the assumed new junction would require a link road to be constructed across land which is not detailed in the Plan. This also suggests the author of this report and NBBC have not been working together with regard to HSG4 and its current status. **Also on page 44 ( STA 2016 ) Table 20 : outline mitigation schedule there is no mention of the A444 costs**

**Also, the STA says the new junction would be the responsibility of the site promoter (page 104, para 9.12), and avoids giving a cost. Looking at Table 20 (page 44), we can see that a new junction on A444 would probably cost several million pounds. On top of this, it would need a link road, and land to put it on. None of this seems to have been given any thought, or what effect it would have on the sustainability of the site. does this invalidate a SA ? .**

Yet document Z.5 (STA 2015), page 37, Table 15, shows at item 24, a Grade 1 scheme for A444/Newtown Road junction with a Cost / Contribution of 4.2 million. The relevant detail drawing is in Appendix A at Ref24. The Action group would like to ask NBBC, why this scheme is not shown in STA 2016? how does it make HSG4 sustainable, or are NBBC relying on the existing over crowded roads to take the extra burden that another 689 dwellings will bring? Woodlands road / Newtown Road currently have large traffic build ups throughout peak times, and to add 689 houses to it would only deliver more gridlock .

STA (2016) page 90, para 8.4, makes reference to no scheme being proposed for M6 junction 3 at present. Surely this is not acceptable, not only for HSG4 but for the whole Local Plan? The action group would like NBBC to answer why no scheme is planned for M6 junction 3. Is it because WCC will not fund it? This should have been addressed while building this plan over the last eight or so years. and should have foreseen the population boom 15,000 new houses will bring. It should not have been left to the magic traffic fairy, when nearly all of the working population of this borough use it. The STA, at page 104 also states that M6 junction 3 is already suffering levels of congestion which is likely to get worse ("likely" means definitely in the real world). We say again why has NBBC seemingly done nothing?. In the document released last week ( NBBC/40 modelling support Feb 2018 there is more bad news for M6 junction 3 where on page 9 the author upgrades impacts from

'moderate' to 'very severe' and 'severe' . It also mentions Griff roundabout and other parts of the A444 further down in Nuneaton not very good for the people who use it now let alone with thousands of extra cars the local plan would bring .

In the Stage two hearings 2018 Inspector's matters, issues and questions Q9.13 ) The Action group would definitely like to see a new air quality monitoring system that should be classed as new infrastructure for the public's safety in the addition of pollution 30,000 extra cars will add to this boroughs clogged up existing network .

The Woodlands Action Group would also like all of the above to be used on 14th March 2018 when HSG4 has it's day at the sites specific stage .

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