

**SUBMISSION – MATTER 10  
SHARBA HOMES LTD LTD*****10.1 Policy LP28, Strategic Road Improvements***

**(a) What is the outcome of the study referred to in the first sentence of that policy, with reference to MM60?**

No comment

**(b) Is there robust evidence that dualling of the A5 is viable and achievable via reserve allocation RH1?**

As confirmed by Mr Law (Warwickshire County Council) in the Matter 7 session, the Grendon Bypass scheme has been elevated from an Aspirational Scheme in the original STA to a required and necessary infrastructure improvement, identified to form Phase 3 of the works in the NWBC's PS.M7.01a document (the appendices to PS.M7.01) in Figure 1 of the WCC Briefing Note forming Appendix 1a.

Figure 1 confirms that Phase 3 is needed at 2025. Mr Law clarified at the Matter 7 session that this timeline means the infrastructure needs to be in place by 2025 based on the submitted documents but did indicate that more recent modelling work suggests that this requirement could be put back to 2028/9. However, the Grendon Bypass is still required to mitigate the impact of the proposed allocations within the plan period to maintain traffic conditions no worse than the baseline. However, Mr. Law also indicated that the outputs of the traffic model did suggest a degree of betterment beyond nil-detriment as a result of the proposed infrastructure improvements.

In terms of viability, as the WCC Briefing Note explains, the Grendon Bypass was to form part of the HIF funding bid. However, due to the strict timescale for delivery of the HIF schemes, even based upon the published required date of 2025, the Grendon Bypass through RH1 would not qualify as its required delivery date is too late for the current HIF programme. However, WCC believes that the current HIF schemes would act as a catalyst to kick-start the funding of further schemes programmed for the future within the Plan Period; particularly given the strategic importance of the A5(T) corridor between the M42 and M69 to accommodate the planned growth

within several Local Authority areas and also overspill from the West Midlands. As Mr. Law explained at the EiP, the improvement of the A5 corridor between the two Motorways is an objective of Midlands Connect which has Government support, in recognition of its importance to delivering the planned growth in the greater area.

In simple terms, without the Grendon Bypass being viable, delivered and delivered early, the network cannot accommodate the planned growth in the wider area.

It is noted that the indicative alignment of Grendon Bypass on Figure 1 ties in neatly with the Phase 2 scheme, which forms part of the current HIF bid. It then heads north of the existing A5(T) through land we understand is controlled by Warwickshire County Council, before crossing Spon Lane and passing through Site RH1. The alignment indicated in Figure 1 then runs alongside and south of the railway before exiting RH1 through land to the east before reconnecting to the existing A5(T) alignment to the east, where it would tie into the improvement scheme programmed for Phase 1 at the existing roundabout.

Based on the alignment illustrated in Figure 1, it would be necessary to acquire land to the east of Site RH1. However, based on preliminary design work undertaken by The Hurlstone Partnership on behalf of Sharba Homes Ltd (**Appendix 1**) should the land to the east of RH1 not be available, there is the potential to contain the alignment of the eastern section of the bypass within RH1. Sharba Homes Ltd has obtained costs for advancing designs for the bypass scheme in order to identify the land required to accommodate the route within RH1 in order that it may be set aside and protected for the provision of the required infrastructure.

By reference to the published design standards from Highways England, it is apparent that provision is made for a radius of 510m within the 120 kph (74.5 mph) design speed category, as preferred by Highways England for a new dual carriageway.

Based on the alignment using the 510m radius scheme provided by The Hurlstone Partnership, Barton Willmore has produced two Concept Plans with illustrative alignments for the Grendon Bypass (Appendix 2). One more closely follows the alignment illustrated in Figure 1 of the WCC Briefing Note and exits RH1 to the east across neighbouring third party land, whilst the other continues to bend to the south to remain within RH1 before connecting to the existing A5(T) corridor at the dual carriageway to the east of Grendon village.

In both cases, a roundabout has been indicated to provide connections to Spon Lane which would also serve RH1. Preliminary design work has centred on an at-grade junction, which is consistent

with those provided in the proposed WCC schemes for the corridor. However, subject to more detailed design work, it may be possible to provide a grade-separated arrangement whereby the bypass passes under or over Spon Lane.

Having considered the foregoing, it is considered that the necessary and required provision of the Grendon Bypass in order to accommodate the planned development in the area is both viable and achievable, with a number of potential route options and junction solutions that can be reserved and thereby release development land that will mitigate the recognised slippage in the trajectory from Site H7.

**(c) What, if any, are the implications of the application by Highways England for a Development Consent Order related to M42 junction 6?**

It was confirmed by Alan Law (Warwickshire County Council) that there was no impact in this respect.