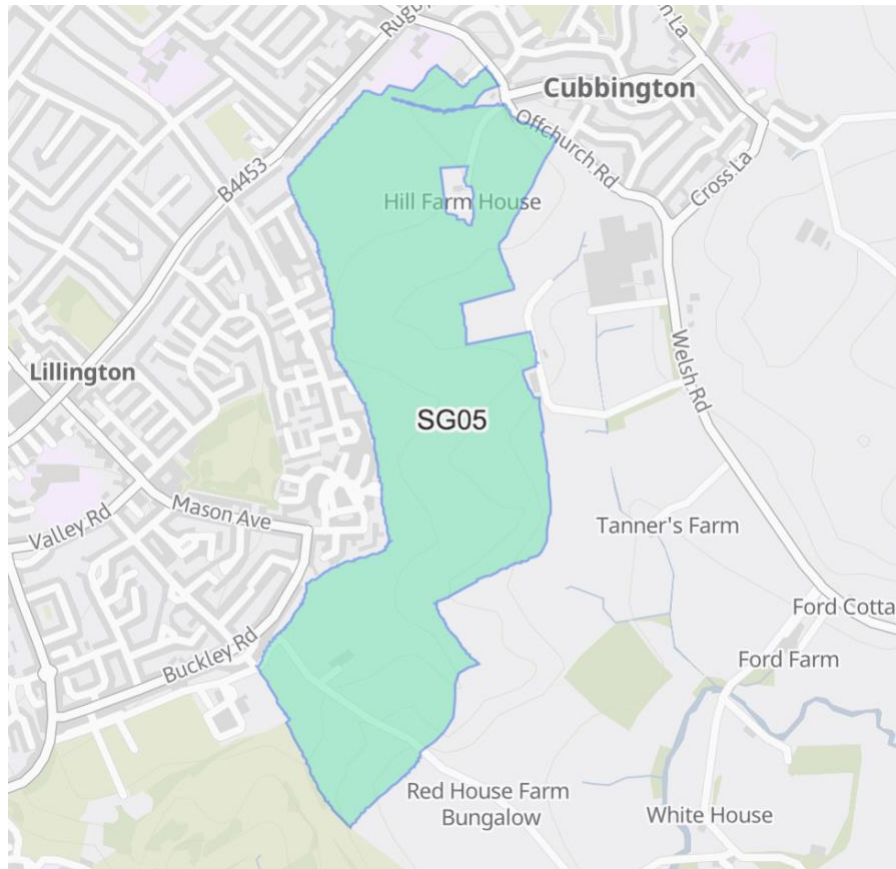


SG05 – Land East of Lillington

SG05 is an area of 82.77 hectares wrapping around the eastern side of Lillington stretching from Newbold Comyn round to Cubbington. It has an estimated housing capacity of 2,024.



The site currently forms part of the West Midlands Green Belt. The Green Belt Review document that forms part of the technical evidence refers to the site as LSP7 and LSP8.

The rest of this document summarises the issues and impacts that developing this site would have.

1. Green Belt analysis

- 1.1. The Green Belt Review included as technical evidence is flawed – LSP7 and LSP8 make strong contributions to the Green Belt.
- 1.2. Sites LSP7 and LSP8 protect the separation between Lillington / Leamington and Cubbington Village – if SG05 is allowed to proceed, Cubbington will lose its village identity and be completely subsumed as a suburb of Leamington.
- 1.3. As per the findings of the last Local Plan inspection, this is one of the key purposes for Green Belt and as such it should be protected.

2. Access

- 2.1. There are no acceptable ways of accessing the site without overwhelming existing local traffic blackspots. Accessing the site from Buckley Road will lead to further congestion at the junction with Gresham Avenue and will overwhelm the current traffic calming measures on Leicester Street. Accessing the site from Offchurch Road will overwhelm the already dangerous roundabout at the junction between Rugby Road and Windmill Hill. Accessing the site from a road off Parklands Avenue will overwhelm the junction with Cubbington Road / Telford Avenue, the Crown Way / Valley Road roundabout and the Pound Lane / Cubbington Road junction.
 - 2.2. The only way of accessing the site to avoid these issues would be via Newbold Comyn, which is obviously unacceptable.
 - 2.3. No cycle routes exist in the area, so cyclists will be forced onto already congested road space, and there are no potential routes for creating a new cycle route.
 - 2.4. Bus services are already highly unreliable and adding significant further traffic into the network will only exacerbate the situation.
3. Impact on local residents
 - 3.1. There are numerous public rights of way providing excellent amenity for the current residents of Lillington, which is very good for mental and physical health. As one of the most deprived areas in Warwickshire, this is disproportionately valuable.
 - 3.2. There is no direct access to Newbold Comyn without travelling via Newbold Terrace East, which is something that should be provided for regardless of whether this development goes ahead.
4. Impact on local infrastructure
 - 4.1. North Leamington School is the only secondary school in close proximity to the site and it is currently at capacity, so additional secondary school places will need to be provided.
 - 4.2. Lillington School is the only school in the area with some capacity, but it is clearly not enough for the amount of housing proposed, so additional capacity will be required.
 - 4.3. Cubbington Road Surgery recently moved to the new Lillington Health Hub and rebranded itself Valley Road Medical Practice, but the amount of housing proposed will mean that another new Medical Practice will be required.
 - 4.4. Any new development should come with new local infrastructure, for example, a new community centre.
5. Impact on Leamington's infrastructure

- 5.1. We are very disappointed that no traffic modelling has been done yet on the Preferred Options as the issue of gridlock in our town centre has been raised by Councillors at every briefing and workshop that has been held throughout the process so far, which significantly undermines the credibility of this consultation.
- 5.2. Paragraph B.12.3.3 of Interim Sustainability Appraisal states that “the majority of the SGL lies within 800m of a food store.’ In the case of SG05, this food store is suitable only for occasional ‘top-up’ shopping and not suitable for a weekly shop. There are no supermarkets in North Leamington, so without setting aside land for a new full-size supermarket, additional housing on this site will inevitably lead to an increase in the north / south traffic across the River Leam or east / west traffic across the River Avon, both of which are already very congested.
- 5.3. The majority of employment is either in the town centre or south of the river, so additional housing north of the River Leam will inevitably lead to an increase in the north/south commuter traffic, increasing the frequency of gridlock.
- 5.4. The historic centre of Leamington has 3 critical constraints: the River Leam, the Chiltern Railway and the Grand Union Canal, whilst the town is separated from Warwick by the River Avon. There are only 4 road bridges across the River Leam, 5 railway bridges and 5 over the Grand Union Canal. These constraints mean that the town has a finite capacity for north / south traffic. This capacity is regularly exceeded, resulting in gridlock.
- 5.5. Likewise, access to Warwick is via 1 bridge over the River Avon and a small number of bridges over the canal. These constraints mean that east / west traffic to Warwick also has a limited capacity, so access to Warwick, including Warwick Hospital, is frequently compromised.
- 5.6. Adding a significant number of homes to the north of the town, whilst the major employment and shopping destinations are to the south will greatly exacerbate these traffic problems. Future residents of SG05 will be reliant on using a car to access key local services and as such, it would not be a sustainable location.

6. Impact on local environment

- 6.1. The site provides high quality habitats for a wide variety of wildlife, including large established badger sets, which would be decimated by the amount of housing proposed. No sites have been proposed for offsetting the inevitable biodiversity loss in the local area.
- 6.2. Several areas across the site are marked on the Government Flood Risk map as having a ‘High Chance’ of surface water flooding. Given the topography of the site, surface water naturally drains down the hill into the River Leam. Building on this land would risk increasing the run-off into the River Leam, increasing the risk of flooding in Leamington. Cubbington has a history of severe flooding and building on the far northern end of the site risks increasing the run-off into this already flood-prone area.

6.3. It is also unclear how the housing could be connected to the sewerage network, for example, without installing a significant amount of infrastructure through Newbold Comyn, which would clearly be unacceptable.

6.4. This site is graded as good quality agricultural land, which would be permanently lost.