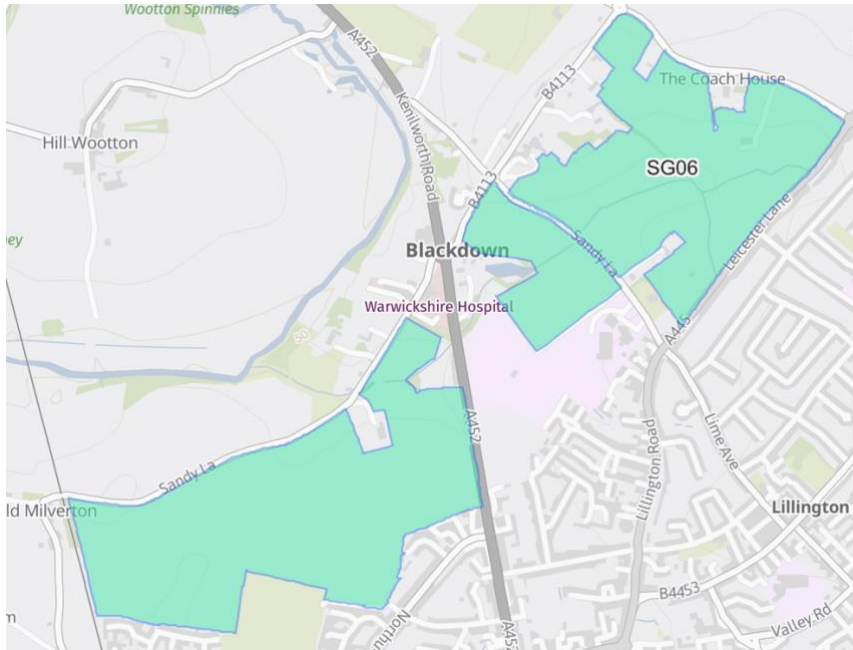


SG06 – Land North of Leamington

SG06 covers an area of 146.03 hectares wrapping around the northern side of Milverton and Lillington on either side of the A452 Kenilworth Road. It has an estimated housing capacity of 2,978.



The sites 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 LSP2, LSP3 and LSP4.

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

1. Green Belt analysis

- 1.1. The Green Belt Review included as technical evidence is flawed – LSP2, LSP3 and LSP4 make strong contributions to the Green Belt.
- 1.2. Site LSP2 protects the separation between Leamington and Old Milverton Village – if SG06 is allowed to proceed, Old Milverton will lose its village identity and be subsumed as a suburb of Leamington.
- 1.3. Sites LSP3 and LSP4 protect the separation between Leamington and Blackdown – if SG06 is allowed to proceed, Blackdown will lose its identity and be completely subsumed as a suburb of Leamington.
- 1.4. 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 is no acceptable way of accessing the site without overwhelming existing local traffic blackspots and adding to local traffic congestion. Any access route that leads to Rugby Road will overwhelm what is already a very congested principle route from Leamington to Warwick. Any access route onto Sandy Lane would pose an

unacceptable risk to pupils of North Leamington School as it is very narrow and a principle access route for the school. Access routes onto Leicester Lane will add more traffic to the highly congested local road network.

2.2. The only cycle path in the area is the newly constructed route along the eastern side of Kenilworth Road, so any new developments must be connected to it in a sustainable and safe way.

2.3. The only bus routes near the sites are along Kenilworth Road (A452). Local routes would have to be established to serve the existing residents and provide alternative means of transport to the car.

3. Impact on local residents

3.1. There are numerous public rights of way providing excellent amenity for the current residents of North Leamington.

3.2. Speed limits should be reduced on local roads to a maximum of 30mph, including both Kenilworth Roads, Leicester Lane, Old Milverton Lane, Old Milverton Road, both Sandy Lanes, Stoneleigh Road and Westhill Road. Some of these changes should happen regardless of whether any developments go ahead.

4. Impact on local infrastructure

4.1. Whilst Trinity Catholic School does have capacity, North Leamington School is currently at capacity, so additional non-denominational secondary school places will need to be provided.

4.2. The local primary schools are at capacity, so additional capacity will be required. Nursery places would also have to be provided.

4.3. The area already lacks a Medical Practice, so additional capacity will be required.

4.4. Any new development should come with new community 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. 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 SG06 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, with high-quality agricultural land with particularly wide margins, 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 Avon. Building on this land would risk increasing the run-off into the River Avon, increasing the risk of flooding in Warwick and Leamington.
- 6.3. This site is graded as good to excellent agricultural land, which would be permanently lost.