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WARWICK DISTRICT COUNCIL
Ref: _____
Officer: _____
22 JUN 2012
SCAFFOLD
CC CR PL
PRE GEN

19<sup>th</sup> June 2012

Dear Sirs

I write in connection with the proposed Local Plan Preferred Options which has just been published.

I am amazed that you are proposing to build on designated green belt land to the north of Leamington and south of Kenilworth when there are already development areas to the south of Leamington/Warwick with better access to the motorway system, the railway, the business parks and supermarkets. To build on the proposed green belt to the north of Leamington would only serve to decrease the demarcation between Leamington and Kenilworth towns and will add to the traffic on the already busy A452. If this development goes ahead, no doubt the next step will be to 'fill in' between the two towns.

Upgrading the A452 to dual carriageway will only mean moving the traffic faster between jams at rush hour as most people are wanting to get into and out of Leamington town centre. There is only a problem on this road for a short time during the morning and evening.

I understand from a presentation at the North Leamington Community Forum held on 14<sup>th</sup> June, that this proposed development to the north of the town is to serve the anticipated increase in workers which will be needed on the Baginton Airport site. If this is the case, then the road which will be needed to be upgraded will be the Stoneleigh road as that will be the shortest route to work. Surely the logical site for a development to house these workers would be the old Peugeot site on the A423.

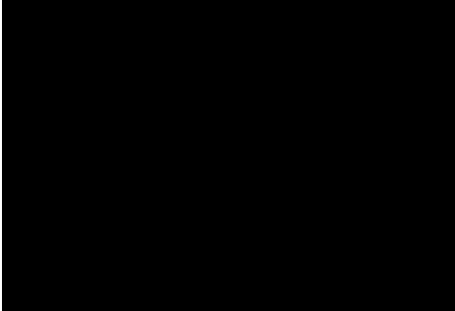
I also understand that there is a proposal for a Northern Relief Road to run from the Nuffield Hospital roundabout on the A452 to the roundabout south of Leek Wootton, again across green belt land (and a flood plain with wildlife habitats) with the attendant loss of agricultural land. I do not understand how this can be called a Northern Relief Road as this will merely take traffic about a mile further down the A46 from the Thickthorn roundabout. It will also encourage even more people to use the Old Milverton Road as a 'rat run' to the Rugby Road.

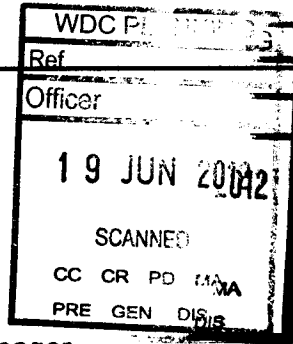
I would also be interested to know how the figure of 8325 new homes was arrived at. There appear to be a large number of unsold homes in the area at the moment - where are all these new people coming from?

If there was indeed a demand for more housing why, in hindsight, was the old Ford Foundry site not used for this purpose? It is close to the business parks, supermarkets, station and access to the motorway network – and on a brownfield site.

In my opinion, the whole idea of building such an enormous number of houses to the north of the town is totally illogical and needs some rethinking!

Yours faithfully,





Development Policy Manager  
Warwick District Council  
Riverside House  
Milverton Hill  
Leamington Spa  
Warwickshire  
CV32 5QH

16<sup>th</sup> June 2012

Dear Sirs

#### **Warwick District Council Local Plan – Preferred Options – May 2012**

Further to the Warwick District Council intention to propose building new developments to the north of Leamington Spa I make the following observations and comments.

I am horrified to discover that you propose two areas of mixed housing, Blackdown (1170 units) and Old Milverton (810 units) just to north of Leamington and an additional housing development at Thickthorn (770 units) to the south of Kenilworth. All of these are on designated Green Belt land which had the intention of keeping the two conurbations as separate defined areas. By building on these areas these two towns will now start to merge into one massive town of Warwick, Leamington and Kenilworth. The green belt here must be maintained as a division between these areas. If we start moving the boundary of the green belt now it will be moved again in the future, and again and again until one big town is created, particularly when there are designated 'development', non green belt areas of land available within the district that are better suited for expansion being nearer to the main travel arteries of the motorway (M40) and the railway system and the major out of town shopping centres.

One of the reasons for building on the green belt to the north of Leamington, given at a local meeting, was that it was to serve the proposed development at Baginton Airport and as an overspill from Coventry. Firstly why should we take Coventry's overspill, and secondly why cannot the site of the old Chrysler / Peugeot factory be used for housing, virtually as an extension to Ryton village; a brown field site being put to good use close to the airport site.

As a consequence of the proposed residential developments you intend to build a North Leamington Relief road running from the roundabout at the Private Nuffield Hospital on the Kenilworth Road to the A46 roundabout on the Warwick / Leek Wootten road. This would require the upgrading of the road from the Hospital to Old Milverton before a new road across the railway line, across the fields and across the River Avon flood plain. This would inevitably produce even more of a rat run between the Kenilworth Road and off through the village of Old Milverton and down to the Rugby Road by the Vauxhall garage. This road is a busy enough road as it is at the moment; so much so that there are 6 sets of speed humps deemed necessary. The junction onto the Rugby Road would need major upgrading too –

possibly a roundabout or traffic lights. Where would the 'relief' of north Leamington be from this road? Nowhere. It would just make the existing rat run even busier. The new stretch across to the A46 would only serve traffic going south west from the proposed development areas, down the A46 to the M40, not a relief to Leamington at all and it would only save a short trip up to the A46 junction at Thickthorn along the upgraded A452. As previously indicated, part of the proposed development is to cover the supposed development at Baginton for which the new 'relief' road would be of no use at all so, why a new road eating up more of the valuable protected green belt land.

The proposition to dual the Kenilworth Road between the Thickthorn roundabout and as far as possible into Leamington seems to be rather short sighted. This would result in traffic being able to travel slightly quicker between two bottle necks where the queues of traffic trying to get into Leamington or Kenilworth would be only half the length but in two rows instead. A way of easing the situation would be to form generous bus bays at the bus stops, allowing the busses to get totally off the road, so that following traffic can pass instead of forming a line waiting to get past. If the Kenilworth to/from Leamington traffic is really a major problem consideration should be given to a metro-tram system between these two towns.

It is with interest that we read in this week's Courier (Friday 15<sup>th</sup> June 2102) an article by Robert Collins indicating the possibility of a new Leamington Parkway Railway station, built again on green belt land should the new housing development take place. This would be further erosion of the green belt. It would require a large car park and even more circulation roads which would close up even more the Avon Valley between Leamington and Kenilworth.

We simply cannot accept this consumption of green belt particularly when there is land already reserved and dedicated for development to the south of town, adjacent to the existing rail and road network and the major out-of-town facilities. We must protect the green belt now and continue to protect it and develop in areas set aside for development.

Yours faithfully

