South Warwickshire Local Plan

NLPC

PUBLIC MEETING
MONDAY 15th JUNE 7:30pm
NORTON LINDSEY VILLAGE HALL

Introductions

Likely Impact On Norton Lindsey

- The new proposed South Warwickshire Local Plan, a joint one between Stratford District Council and Warwick District Council, has been slowly moving through its various stages over the last few years

- The plan will set out the future land use and planning policies for the area until 2050

- Norton Lindsey Parish Council (NLPC) has made specific submissions during previous phases of the process on a variety of proposals within the plan – some were large developments (such as Bearley/Hatton), some were very small sites within the parish, and others were at a policy level (such as green home standards etc)

- We also made a joint submission alongside Hatton, Shrewley, Budbrooke, Honily-Beausale-Wroxall PC as to our concerns and objections to the 'Hatton New Settlement' proposal
    - NLPC submitted specific concerns around Highways and the possible effect on the Dark Lane/Lower Norton area

- We've been feeding back to our District and County Councillors as part of this process, particularly as to our concerns about what information is available and when

- We now want to give you a further opportunity to give us your views, **positive and negative**, before NLPC make its final submissions

- We also wanted to give you an opportunity to hear from the Keep Hatton Station Rural group and their views on the proposed 'Hatton New Settlement'

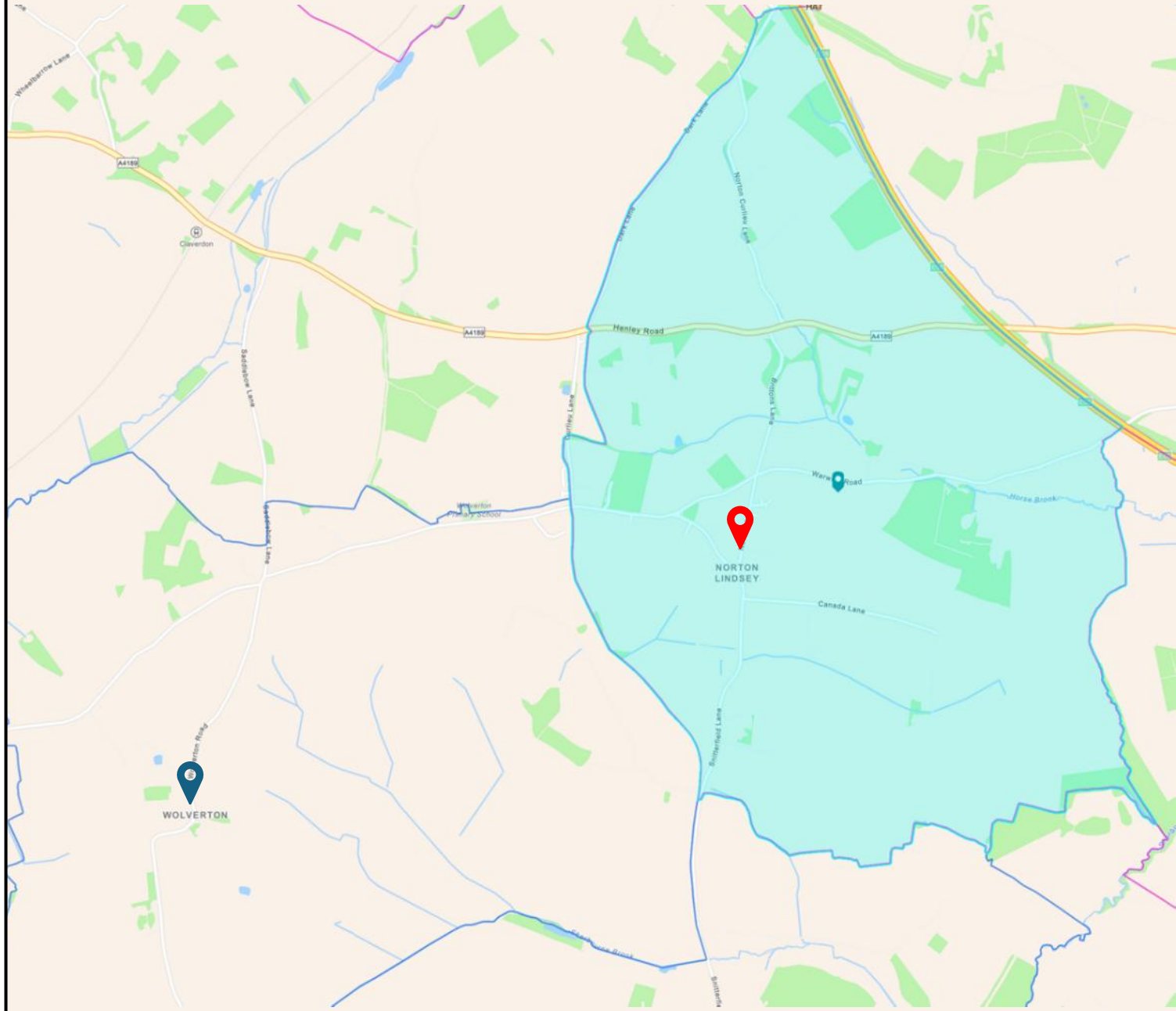
In The New Plan...

- Norton Lindsey Village will be classed as a ‘Rural Service Centre’
  - *Rural Service Centres are those villages partly or wholly washed over by the Green Belt or Cotswolds National Landscape. Within the built-up area boundaries … development will be restricted to* ***limited infilling***

- Wolverton appears to have a similar status
  - It isn’t mentioned in the plan directly, bar a reference in an appendix to its status as a rural housing area

- This appears broadly similar to the existing situation under the current Warwick District and Stratford District plans

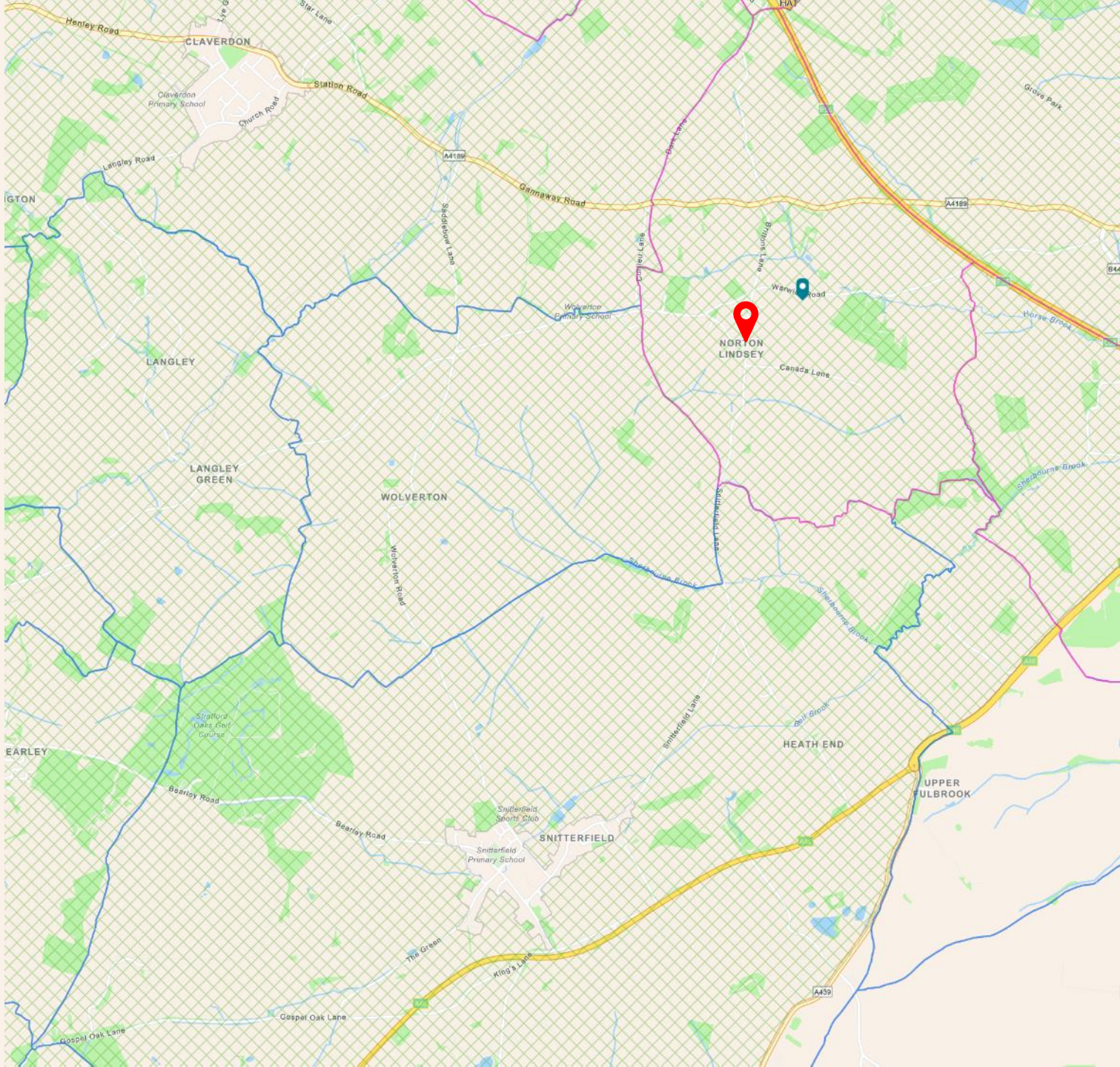
- Snitterfield and Claverdon will be ‘Local Service Centres’
  - Small-scale development proposals will be supported in principle within the built-up area boundaries



- Both Norton Lindsey Parish and Wolverton Parish will remain ‘washed’ over by the green belt

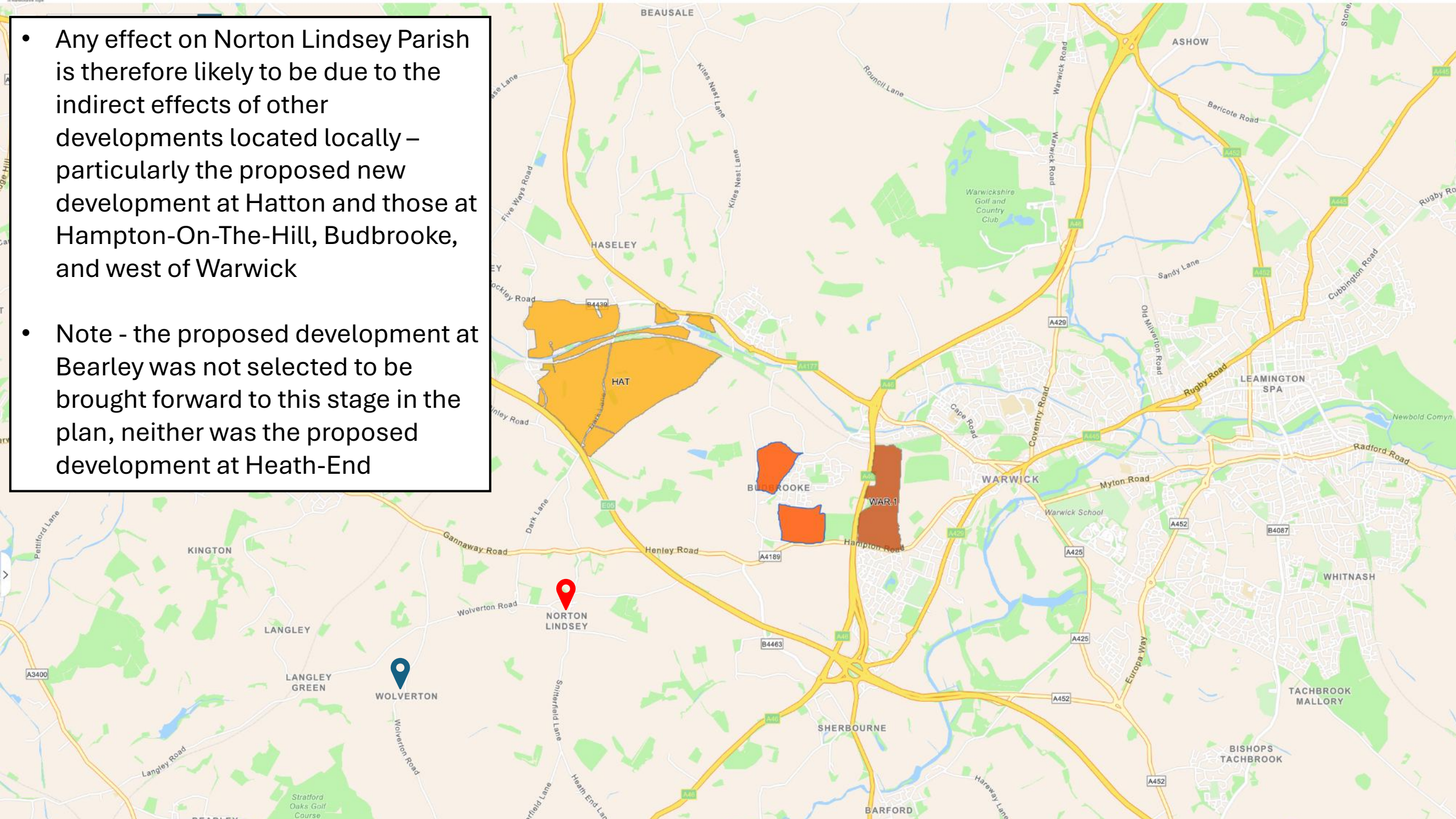
- The central ‘Built-Up’ parts of both Snitterfield and Claverdon will be removed from the green belt, but the two parts of Claverdon Parish in the wider ‘Village of Norton Lindsey’ - Gannaway and the right-hand developments along Curlieu Lane - will remain

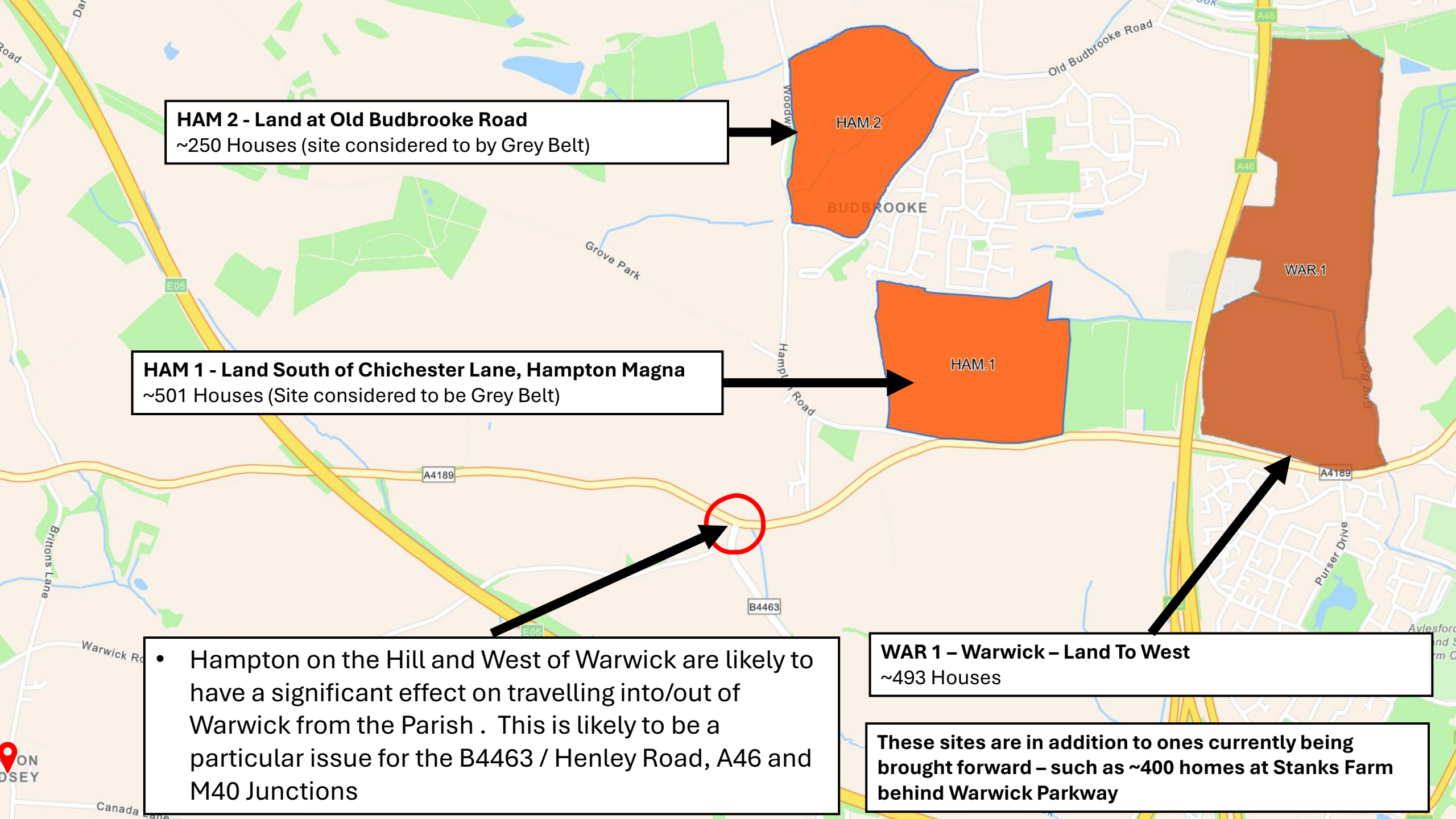
    - Hatton Station will also have its ‘built up area’ removed



- Any effect on Norton Lindsey Parish is therefore likely to be due to the indirect effects of other developments located locally – particularly the proposed new development at Hatton and those at Hampton-On-The-Hill, Budbrooke, and west of Warwick

- Note - the proposed development at Bearley was not selected to be brought forward to this stage in the plan, neither was the proposed development at Heath-End

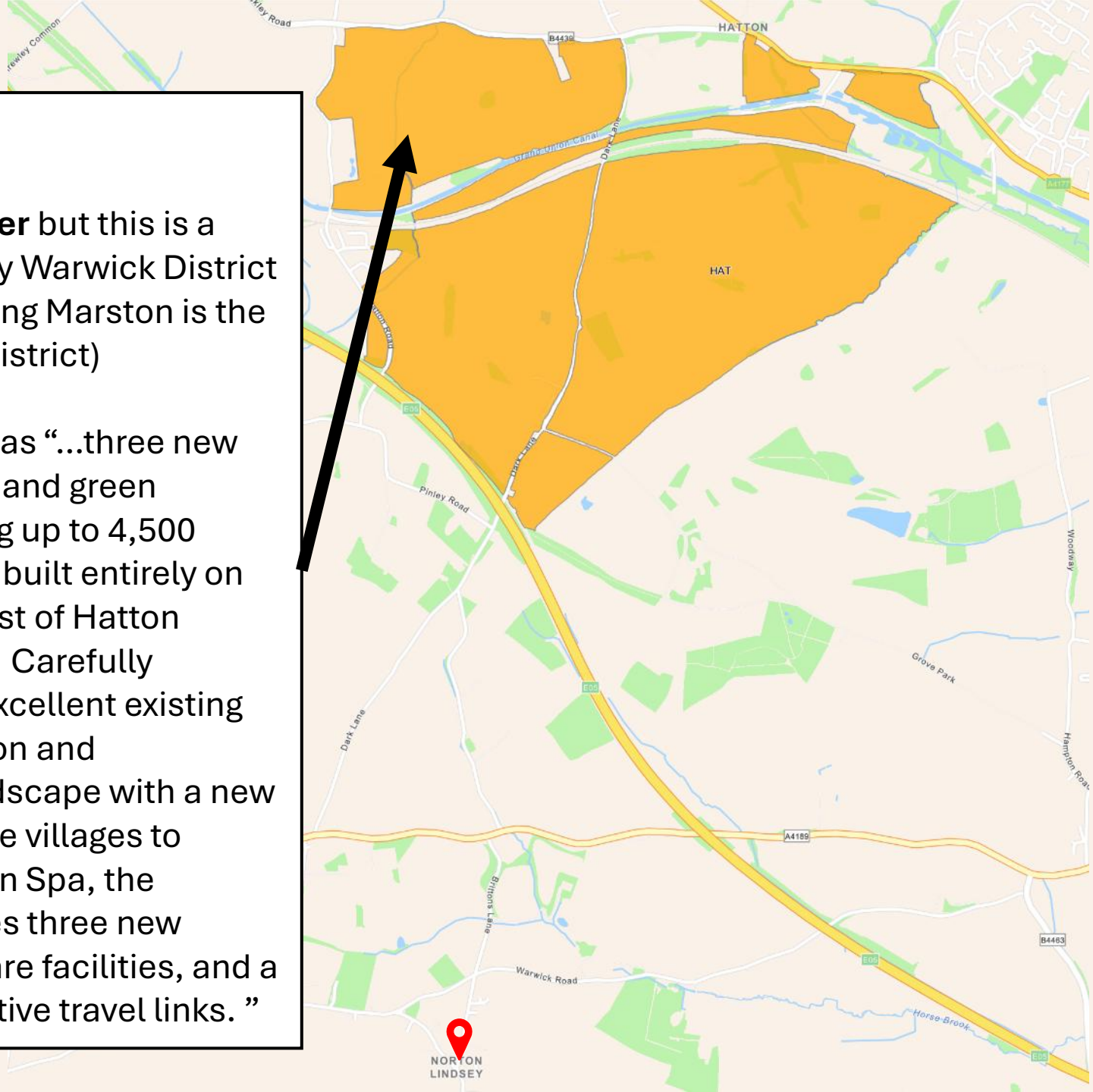



HAM 2 - Land at Old Budbrooke Road
~250 Houses (site considered to by Grey Belt)
HAM.2
BUDBROOKE
Old Budbrooke Road
Grove Park
HAM 1 - Land South of Chichester Lane, Hampton Magna
~501 Houses (Site considered to be Grey Belt)
HAM.1
WAR.1
A46
A4189
B4463
E05
Britons Lane
Purser Drive
Canada Lane
• Hampton on the Hill and West of Warwick are likely to have a significant effect on travelling into/out of Warwick from the Parish . This is likely to be a particular issue for the B4463 / Henley Road, A46 and M40 Junctions
WAR 1 – Warwick – Land To West
~493 Houses
These sites are in addition to ones currently being brought forward – such as ~400 homes at Stanks Farm behind Warwick Parkway

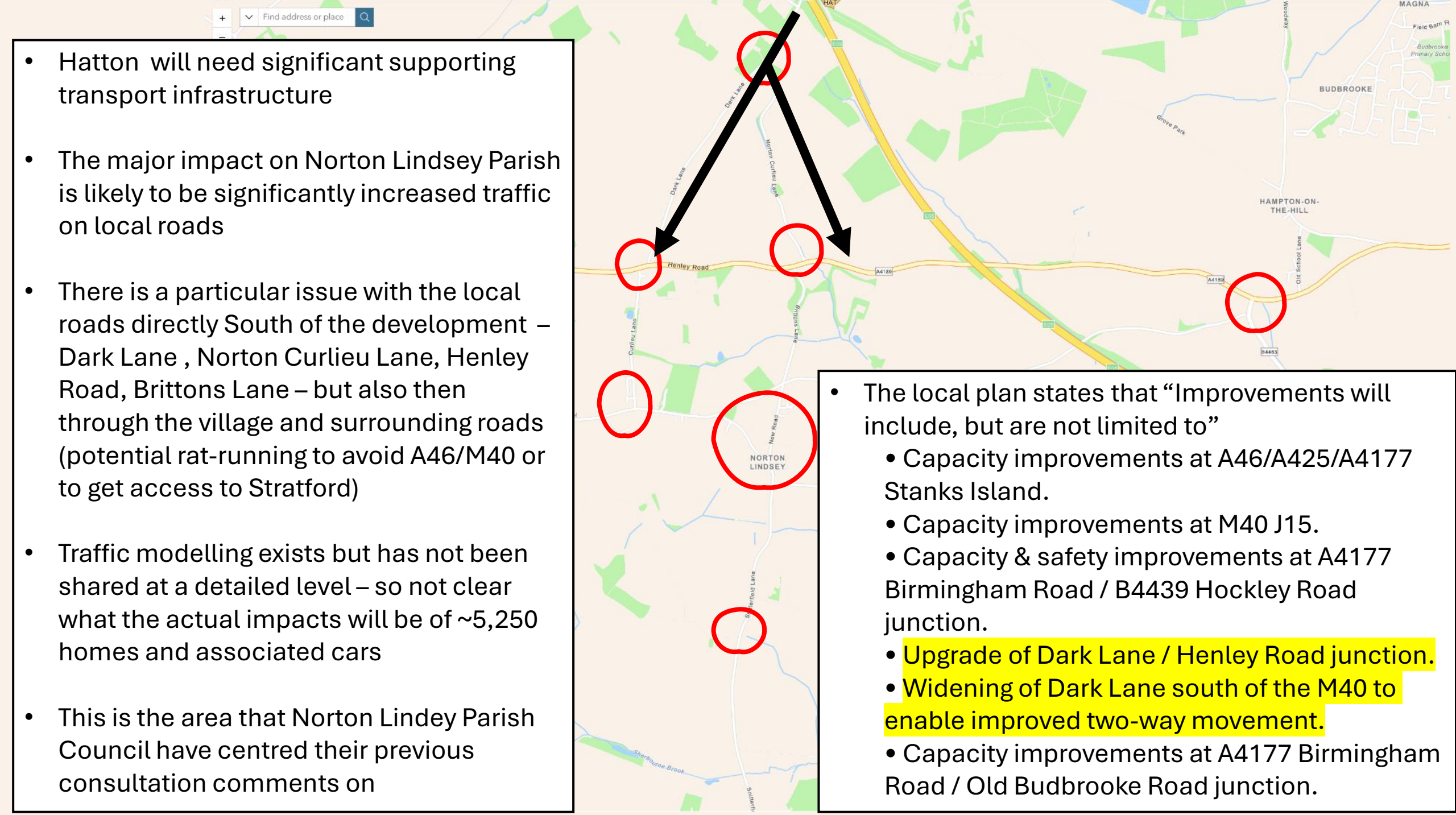
HAT – Land At Hatton
~5,250 Houses

- **KHSR will outline further** but this is a principal site selected by Warwick District for a new settlement (Long Marston is the equivalent in Stratford District)

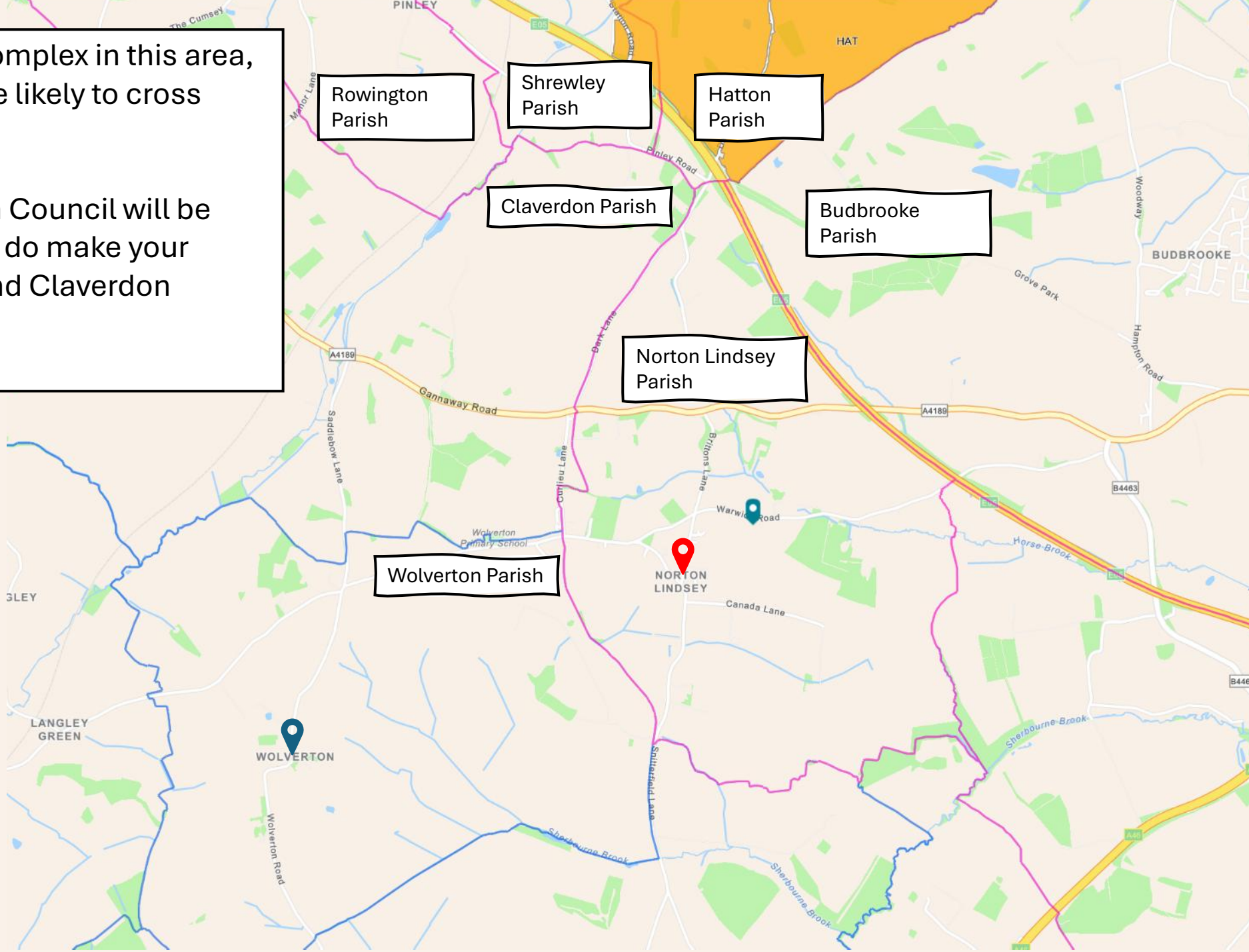
- Described by developer as "…three new villages, public services and green infrastructure supporting up to 4,500 sustainable new homes built entirely on privately-owned land east of Hatton station in Warwickshire. Carefully designed to utilise the excellent existing rail connections at Hatton and complementing the landscape with a new green corridor, linking the villages to Warwick and Leamington Spa, the masterplan also includes three new schools, new primary care facilities, and a network of parks and active travel links. "



- Hatton will need significant supporting transport infrastructure
- The major impact on Norton Lindsey Parish is likely to be significantly increased traffic on local roads
- There is a particular issue with the local roads directly South of the development – Dark Lane , Norton Curlieu Lane, Henley Road, Brittons Lane – but also then through the village and surrounding roads (potential rat-running to avoid A46/M40 or to get access to Stratford)
- Traffic modelling exists but has not been shared at a detailed level – so not clear what the actual impacts will be of ~5,250 homes and associated cars
- This is the area that Norton Lindey Parish Council have centred their previous consultation comments on



- The local plan states that "Improvements will include, but are not limited to"
  - Capacity improvements at A46/A425/A4177 Stanks Island.
  - Capacity improvements at M40 J15.
  - Capacity & safety improvements at A4177 Birmingham Road / B4439 Hockley Road junction.
  - Upgrade of Dark Lane / Henley Road junction.
  - Widening of Dark Lane south of the M40 to enable improved two-way movement.
  - Capacity improvements at A4177 Birmingham Road / Old Budbrooke Road junction.

- The parish boundaries are complex in this area, and any highway changes are likely to cross boundaries.

- Whilst Norton Lindsey Parish Council will be making submissions, please do make your views known to Wolverton and Claverdon parishes as appropriate