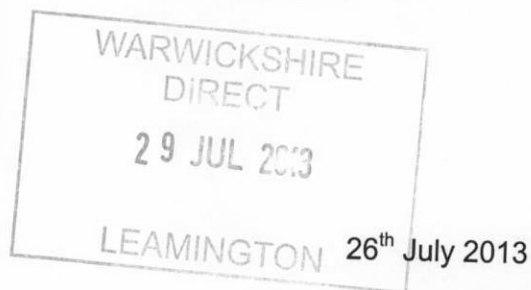


7457 -

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



Dear Sir,

The Local Plan - Revised Development Strategy 2013

I wish to register my objection to the proposed Local Plan; in particular I object to the inclusion of the Gateway Development around Baginton Airport as a sub-regional employment area. The reasons given for the inclusion of this destructive development in the Green Belt are not relevant to a Local Plan for Warwick District Council's area. The 'very special circumstances' justifying destruction of 300ha of Green Belt have not been demonstrated and the stated reasons for the Coventry and Warwickshire Local Enterprise Partnership proposing this development are severely flawed.

SS 5.5.8 -a *Supporting the sub regional plan to create more employment land.*
This proposal is justified by quoting the Regional Spatial Strategy which is now defunct and therefore cannot be used as a valid reason to support the Gateway development. The data supplied with the Local Plan shows that Warwick District has the low unemployment of 1500 persons (one third of the national average). Therefore the new development should be directed to areas of need within the region or the development will detract from attempts at redeveloping brown field sites. Providing major employment away from population centres is against the stated Core Strategy of the Local Plan for industrial location and is in opposition to 'Strategic Development 5.6 Transport Mitigation.' It is not reasonable for Warwick District Council to destroy Green Belt land and disadvantage residents to accommodate employment sites for 4900 Coventry people (G L Hearn estimate) when the City has ample industrial land within its own boundaries.

SS 5.5.8 -b. *The Development will help the Coventry-Nuneaton regeneration zone.*
It may have escaped your planners notice but this unemployment problem area is well to the north of our district and other development sites would be far more suitable and convenient to help Coventry's 9400 unemployed and Nuneaton District's 2800 unemployed. The provision of new buildings in our attractive rural district could exacerbate Coventry-Nuneaton problems by siphoning off existing employers. This problem was stated by your Planning Officer at the public planning meeting; it is also stated by G.L.Hearn in their report and is noted in 'Strategic Development 5.5.12'. Apart from the transport problems it will create, taking 4000+ workers out of Coventry to commute to Warwick District will also have a detrimental effect on the shops and services in Coventry that currently depend on these people.

SS 5.5.8 -c. *It will create a significant number of new jobs.*

The figure of 8200 is completely unproven and it is evident that there are few potential employers wanting new buildings, or they would have already taken up the many empty sites in and around Coventry. Your statement about job creation is misleading as it ignores the evidence of the minimal job creation by all other similar sites. The development of land inside Coventry, north of the A45, for a further 4000 jobs is claimed to depend on the development of Gateway; this cannot be true as much of the land has planning permission and could be developed in months if there was an actual demand

SS 5.5.8 -d. *There are no other sites available outside the Green Belt.*

This is clearly untrue, there are many unused sites in the Coventry boundary and the attempt to make a case that they are not suitable does not stand up to scrutiny; e.g. Ansty Park, Daw Mill, Browns Lane industrial sites, etc. The Regional studies quoted to support the original Local Plan indicate that Coventry's unemployment problem is mainly caused by having an under educated workforce with low skills. This social situation cannot be solved by providing empty industrial sites in Warwick District's Green Belt.

SS 5.4.5 Thickthorn: Concerning the proposed development in the Green Belt south of Kenilworth; the proposal is inappropriate development and does not have 'very special circumstances' to justify it. Creating the possibility of an industrial / commercial estate in such a prominent position on rising land can only degrade the visual appearance of this important road into Kenilworth from the A46. The rural character of our environment which makes it so attractive is under threat from this insensitive method of planning. The belt of housing along side the A46 is excessive and needs major reduction or it will spoil the existing character of the area and severely disrupt the narrow residential roads serving the existing housing.

One other destructive proposal is to locate housing or industry on the Banbury Road into Warwick at the Gallows Hill site. The access along side the Castle Park is a 'designed road' and is currently a very attractive entrance for visitors to the town from the M40. The proposal will downgrade the character of this approach if one side is lined with new development. This important road which enhances the entrance to Warwick needs a landscape belt on the Gallows Hill boundary to preserve the historic approach to the town.

The influence of groups outside Warwick District Council (CWLEP etc.) seems to have unduly influenced this Local Plan by over riding many Planning Policy Core Strategies which is to the detriment of all local residents. In spite of the Government's Localism policy the views of local residents and their Parish Councils on the undesirability of the Gateway Development have been completely ignored by Warwick District Council. The theoretical provision of 8200 new jobs at Gateway will inevitably be used as a justification for approving even more agricultural and Green Belt land for housing development. I request that this Local Plan is rejected.

Yours faithfully,



R. W. Fryer