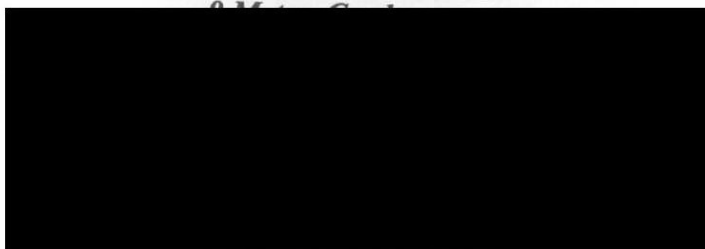


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*Colin and Priscilla Sharp*



15 July 2013

Mr D Barber  
Development Policy Manager,  
Warwick District Council  
Riverside House  
Milverton Hill  
Royal Leamington Spa  
CV32 5QH

Dear Sir

I am writing with regards to the Revised Development Strategy 2013.

**Specifically I wish to object to the expansion plan to build 3200 new homes in the south of Warwick (land bordered by Europa Way, Gallows Hill and Harbury Lane).**

The Strategy Document is very comprehensive but is silent on the impact such large scale development would have on the Town of Warwick – in particular in terms of traffic congestion and pollution.

Affect on Warwick Town

There is likely to be considerable job creation towards Coventry. Therefore several extra thousand people per day will want to drive through Warwick morning and evening. That would lock up the highly congested Myton Road, Banbury Road and Europa Way at peak times and also the road layout of historic Warwick.

The suggested improvement to the junction to the end of Myton Road and Banbury Road is irrelevant. The bottle neck of the narrow historic Avon bridge, constrained road layout and the recent traffic calming measures in the Town Centre, means such provision would not ease the current backlog along Myton Road at peak times.

In addition any speeding up of the merging process at the Banbury Road roundabout will merely cause faster tail-backs from the Castle entrance roundabout and subsequently the Eastgate junction. Myton Road is already at a standstill (often in both directions) throughout school term times and it does not matter how many mini-roundabouts, extra

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lanes at the Morrisons roundabout, traffic lights etc are installed the congestion in Warwick can only get worse.

A disturbing consequence of the proposed development of these sites is the danger to Public Health as a result of exposure to dangerously high Nitrogen Dioxide (NO<sub>2</sub>) levels. The Warwick District Air Quality action plan 2008 identified the entire road network within Warwick town centre as exceeding maximum NO<sub>2</sub> levels as set out in the Air Quality Regulations (England) (Wales) 2000. In 2012, air quality remains in breach of these regulations, and will become toxically high with the increased traffic volume resulting from the Development Strategy preferred options. Please see weblink: <http://aqma.defra.gov.uk/action-plans/WDC%20AQAP%202008.pdf>.

At that time readings in the centre of Warwick were some 41% above the minimum level deemed acceptable to the government. I have not seen any evidence to suggest this has improved in the intervening period.

#### Infrastructure

Current infrastructure including town centre rail stations, schools, GP surgeries, sewage, water, drainage are at capacity with the current population, and will not sustain the proposed increased numbers within the Myton area proposed sites. At the meeting held at Nelson Hall some 3 years ago on the Core Strategy proposals at that time, the point was made that very major infrastructure improvements would need to be made to sewage disposal – at a possible cost of £1bn. Has this situation been explored/ clarified?

Warwick Hospital is already at full stretch and would be unlikely to be able to accommodate an increase in local population of possibly 10/12000. The site is effectively totally developed with no scope for expansion.

Warwick District population has increased by 12% since 2000, which is approximately 2x the rate of increase for Warwickshire; 2x the national average increase, and over 3x the increase for West Midlands.

Warwick has therefore already been subject to significant recent Urban Fringe development and population expansion, a large proportion of which is in South Warwick where the majority of further development is now proposed.

I wish to object specifically about the development to the west of Europa Way. This area had been identified as an 'area of restraint' at the time of planning the Warwick Technology Park. It was put forward as an untouchable green buffer zone to separate Warwick from Leamington Spa, to prevent the two towns becoming one urban sprawl.

#### Land Quality

Furthermore, the land West of Europa Way is rich agricultural land, mostly Grade 2. To put this into context only 0.1% of agricultural land in Warwickshire is Grade 1, and only

11.9% is Grade 2. The land in question is therefore in the top 10% most productive in the County. Surely it is not sensible to build on such productive land when all predictions suggest we are not going to be able to feed our rapidly growing population domestically.

There are also wide green hedges providing habitats for many species including woodpeckers, buzzards, bats, foxes, the occasional deer, as well as newts, hedgehogs etc.

#### Flooding

Development on the area of restraint threatens the local houses with flooding. At present, during heavy rain, the run off is slowed by the pasture and crops. It backs up by the Malins and is relieved into the Myton School playing fields. Property in Myton Crescent was flooded when development was carried out on the Trinity School site. Developing the Myton side of the site would threaten all of the houses south of Myton Road.

#### Summary

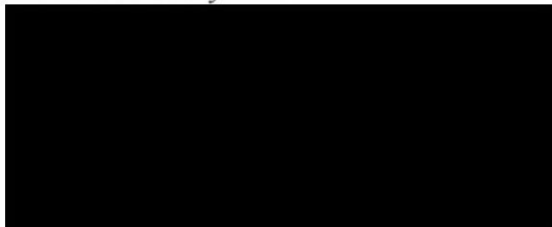
I believe the Europa Way 'Area of Restraint' should be removed from the proposals resulting in a significant scaling down of the total development Plan. In addition the concentration of development on the edge of Warwick, Leamington and Whitnash which I understand would entail a total of 4550 new homes (68.6% of the Total Plan involving 17% on Green Belt land) should be **reconsiderd in Principle.**

This development of Warwick is unsustainable with respect to saturated infrastructure, constrained historic town layout, and the existing Public Health danger that exists today as a consequence of high traffic volume. One would have to expect a further minimum of 5000 additional private cars to result, a high proportion of which would need to traverse the town twice a day.

I contend development should be concentrated in areas where effective road improvement is possible, air quality is not already in breach of regulation, access to A46, M40 and rail links are direct so commuting traffic is not funneled through Warwick's congested urban centre.

We also urge Warwick District council to consider the overwhelming number of objections received from Warwick residents at the last consultation 3 years ago. In essence, none of these objections has been resolved.

Yours faithfully

A large black rectangular redaction box covering the signature and any accompanying text.