

Your ref: LPPD_LETGEN 3193

Warwickstr.

Development Services
Warwick District Council

27 JUN 2014

Leamington

26 June 2014

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Dear Sirs,

PLANNING PROPOSALS SOUTH OF WARWICK DISTRICT

As detailed in previous correspondence during the last few months the proposals for extensive housing development in Warwick District, particularly south of Royal Leamington Spa and Warwick, are a cause of great concern for several reasons.

PLANNING PROPOSALS

Several sites south of Warwick including areas west of Europa Way and north of Gallows Hill, south of Gallows Hill including The Asps and south of Harbury Lane have all been put forward at various times, some have been subsequently withdrawn, but it would appear that several thousand houses are proposed to be built creating a large characterless suburb where currently there is fine open countryside of high agricultural value.

When the area north of Gallows Hill known as Warwick Technology Park was developed planning permission was granted on the basis that the remainder of the area bounded by Myton Road, Europa Way, Gallows Hill and Banbury Road would remain undeveloped. In a remarkably short time this undertaking appears to have been abandoned.

In recent years very considerable development has taken place on sites bordering Myton Road, some such as Myton Grange and Aragon Court have been large whilst several smaller infilling sites have also been developed.

It was recorded not long ago that housing development in Warwick District was well above the level expected of it.

Warwick District's location in the centre of the country close to the motorway network and having rail services which have improved considerably in recent years makes it a very attractive place to live. The priority, however, should be the accommodation of local families not for providing apparently limitless housing for newcomers to the area.

TRAFFIC

During the last year or so all four roundabouts from Greys Mallory to Ford's Foundry along Europa Way have been improved to increase their traffic capacity but there is still considerable congestion at peak times (both for school and work) and as the traffic increases the problems will get worse again.

It has been suggested that Europa Way and possibly Babury Road could be dualled to accommodate more traffic; but where would the traffic go?

There is already a heavy flow of traffic from Warwick town along Banbury Road to the Technology Park and elsewhere which causes long delays to westbound traffic in Myton Road. However the route north over Castle Bridge runs into Warwick town centre already heavily congested and too built-up to allow a greater flow of traffic. Similarly the roads running north, east and west from the Ford's Foundry roundabout are all of limited capacity and certainly could not accommodate additional traffic off a dualled Europa Way. The road networks throughout both Royal Leamington Spa and Warwick are already heavily trafficked, not only at peak times but through much of the day. New developments can only exacerbate this most unsatisfactory situation.

OTHER MATTERS

An increased population would put pressure on schools, medical services including hospitals, police, fire brigade and other services within the two towns.

Altogether the proposals to add new estates around Royal Leamington Spa and Warwick would seriously detract from the undoubtedly attractive character of these two historic towns as detailed in previous correspondence.

ALTERNATIVES

Travelling within the two towns one sees both redundant buildings and vacant sites which could be developed for housing. The big benefit in such cases is that services such as water, electricity, gas and telephone are already available; schools, doctors and other services are nearby and as distances are short there is little need to use cars for day to day living.

For developers a large, open site is obviously to be preferred but with such opportunities limited it is necessary for imaginative use to be made of "brownfield" sites even when quite small. Of course such small scale development would be attractive to local building firms rather than the big national companies which aim to make a profit in an area in which they have little interest beyond developing it as much as they can.

Yours faithfully,

