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Development Policy Manager
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Warwick District Council
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10th July 2012

Dear Sir / Madam

Local Plan Preferred Options

We are writing to object to the proposals in the Local Plan Preferred Options to allocate Green Belt land for development. Green Belt policy has served the nation well for many years. It is disgraceful to suggest this should now be abandoned.

The National Planning Policy Framework makes clear that inappropriate development is harmful to the Green Belt and 'should not be approved except in very special circumstances'. It goes on to say that construction of new buildings should be regarded as inappropriate; a list of exceptions does not include housing or commercial development!

The Council has not demonstrated 'very special circumstances'; indeed the Authority's own documents show ample suitable land is available without the need to violate the Green Belt. The identification of sites to the south of Leamington as being appropriate is supported by their previous inclusion in the Core Strategy Preferred Options.

I am also very concerned that the Draft Infrastructure Plan includes for the possibility of a completely new road from the vicinity of Old Milverton Lane to the A429/A46 grade separated junction. This suggestion is incompatible with many of the preferred options;

- PO12 states "Transport is the biggest contributor to carbon emissions within the district and within this sector road transport is responsible for 98% of emissions"
- PO13 "protect and improve the quality of existing open spaces in the District and to enhance both the quantity and quality of open space"
- PO14 "Our Preferred Option is to minimise the need to travel and to promote sustainable forms of transport (such as walking, cycling and public transport)"

Road building is not a policy that will encourage use of sustainable travel modes. Since the publication of the Standing Advisory Committee on Trunk Road Assessment report "*Trunk roads and the generation of traffic*" (1994) it has been accepted amongst professional transport planners that provision of new road space generates new traffic.

To conclude, the Preferred Options paper fails to demonstrate the case for allocating Green Belt land for development and by proposing new road building, this element of the Draft Infrastructure Plan is seriously out of line with the thrust of Central and Local Government transport policy to encourage use of sustainable modes.

