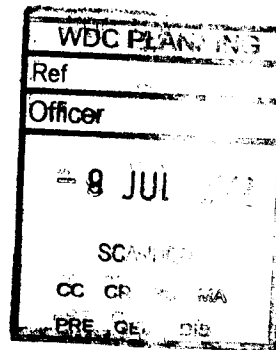


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The Development Policy Manager  
Development Services  
Warwick District Council  
Riverside House  
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### **NEW LOCAL PLAN, DEVELOPMENT OF GREEN BELT LAND (North Leamington)**

Dear Sir

Having read in detail the published information regarding development of the Green Belt Land around Old Milverton and Blackdown, I would like you to consider the following points as to why this proposal is flawed and not in the public interest.

- Green Belt Land was designated as part of the strategy agreed by Prime Minister Winston Churchill following the Second World War, that this country should never suffer food shortages again. In conjunction with government farm subsidies, sufficient land should be made available for food production as well as limiting urban sprawl thus protecting 'green' corridors between towns and cities.
- Local food & biofuel crop production is paramount to the economic stability of this country, it reduces unnecessary food miles, cuts pollution and maintains a healthy agribusiness. The World is moving towards major food shortages in the near future (1 billion more people in the next 13 years) Your proposed plan is sited on mainly Grade 2 agricultural land – good food producing soil that does not require high levels of inputs to achieve sustainable yields. The 'Green' corridor this achieves between Leamington Spa and Kenilworth, allows free movement of nesting birds & wildlife, in particular bees - which are under severe threat currently and vital for pollination of many food and bio crops. Remove these green corridors at your peril, as the surrounding built up areas soon become sterile. **THEY DO NOT MAKE LAND ANY MORE.**
- Large housing developments with little or no garden areas and tarmac roads (everyone now has a paved front and timber decked rear garden!) are exacerbating the 'flash flood' phenomenon that has now become common. Water can no longer percolate through the farmland to the aquifers below – causing severe water shortages in some areas and heavy concentrations of water from storm drain systems being made into large outlets to streams and rivers, that cannot cope with this excess. Areas not known for flooding are now being blighted by home insurance companies as cover is either not available or punitive in premiums – thus eventually devaluing property. Green Belt Land assists in this over development by keeping large housing areas apart and allowing rain water to disperse naturally.

- The road network at the A452 & A46 roundabout junction is currently at capacity with vehicles queuing to leave the A46 southbound on to the A452 slip road at busy times. Even with a dual carriageway between Leamington & Kenilworth this will not be alleviated. Indeed it will be exacerbated by additional housing at Thickthorn (in the Plan) and will cause traffic to queue on the A46 itself – very dangerous. Whilst a new road at Old Milverton to Leek Wootton may be part of your plan, human nature will mean motorists will still leave the A46 at their most convenient exit. There is not now to be improved access to the National Agricultural Centre at the A46/Stoneleigh Village exit (Advantage West Midlands pulling out of the scheme), so any event at the NAC will just increase traffic levels at this Thickthorn junction - which is road signed for the NAC.
- The proposed housing volume does not sit conveniently with likely population growth, indeed your current figures would relate to a density of less than 2 people per property. In the current economic climate and in a situation that is not likely to improve during the first half of this century, it is a fact that young people are still residing in their parental homes until their late 20's and into their 30's. Population growth is likely to be stemmed by current lower family incomes (child care costs being a major consideration), reduced immigration related to unemployment levels and insufficient drinking water resources to sustain increases of the last 20 years. Therefore, it is unlikely you would find a development partner to build houses at the proposed volume and thus negate use of Green Belt Land.
- The Heathcote area south of Leamington is not in the current proposal. It would be fair to state that this is not as controversial as building houses in North Leamington, particularly as some development has already taken place. Heathcote would not require such major road development as it is close to the M40/A46 interchanges and current shopping and employment facilities are already in place. It would not 'close down' a green corridor with all the negatives that I have previously stated. The farmland has already been partially broken up and is possibly not now sustainable as a profitable working farm. It would allow additional traffic to filter into the town centre through a number of routes, whereas the North Leamington plan would create a major 'pinch point' on the Kenilworth road and thus deter people doing business in the town centre.
- You have not been seen to explore sufficient use of Brown Field sites or redevelopment, these have many advantages in terms of efficient use of resources. Why have we not utilised a full housing plan for the old Ford Foundry site instead of using Green Belt Land? Indeed, outside our own boundary is the ex Peugeot factory at Ryton on Dunsmore which would have a large capacity for housing and is adjacent to a good road network – but lies forlornly unused growing weeds.

Yours faithfully

