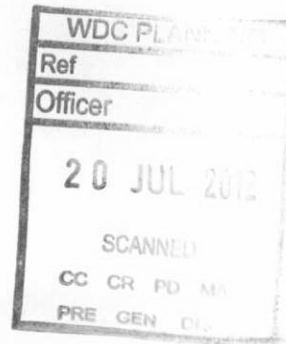


6235



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



18th July 2012

Dear Warwick District Council

Please stop this planning madness before you destroy Historic Warwick

I am writing to you as a formal New Objections to the Core Strategy Plan.

As a resident already directly affected by the over congested South Warwick area, I wish to strongly object to the expansion plan to build 2700 new homes in the south of Warwick (P04 Distribution for Sites for Housing: Location 2 and 3).

There is likely to be considerable job creation towards Coventry (PO3 Broad Location of Growth). Therefore several extra thousand people per day will want to drive through Warwick morning and evening. That would lock up the already highly congested Myton Road, Banbury Road and Europa Way at peak times and also the road layout of historic Warwick (PO14: Transport) which has just undergone significant spend to install traffic calming measures High Street and Jury Street in an attempt to improve the pedestrian experience in Warwick town.

The suggested improvement to the junction to the end of Myton Road and Banbury Road is redundant. The bottleneck of the narrow historic Avon bridge, constrained road layout and traffic calming in the Town centre, means such provision would not ease the current backlog along Myton Road at peak times. (PO14: Transport).

The most disturbing consequence of the proposed development of sites 2 and 3 is the danger to Public Health as a result of exposure to dangerously high Nitrogen Dioxide (NO₂) levels. The Warwick District Air Quality action plan 2008 identified the entire road network within Warwick town centre as exceeding maximum NO₂ 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 Local Plan preferred options. Please see weblink: <http://aqma.defra.gov.uk/action-plans/WDC%20AQAP%202008.pdf>. (PO12 Climate Change; PO14 Transport).

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 proposed sites 2 and 3. (PO2 Community Infrastructure levy).

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. (PO1 Level of Growth).

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. (PO1 Level of Growth).

We wish to object specifically about the development zone 2 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.

Furthermore, the land West of Europa Way is rich agricultural land which has been under the careful stewardship of the Oken Trust and Henry VIII Trust. 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. (PO11 Historic environment, PO15 Green Infrastructure).

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. (PO18 Flooding and Water).

We object to the fact that the area of restraint is one of the first to be developed under the proposals, and should with immediate effect be designated as the last site to be developed so as to protect this area until a viable alternative is found.

The further urban fringe 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.

Therefore further development should be concentrated in areas where 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 funnelled 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 2 years ago.

Yours sincerely concerned at another proposed local planning blunder.



