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WARWICKSHIRE, CV8 2LE

WARWICKSHIRE
DIRECT
03 AUG 2012
LEAMINGTON

Warwick
Riverside House,
Milverton Hill,
Leamington Spa.
CV32 5HZ

Dear Sirs,

Response to the proposed Warwick Local Plan

I wish to register an objection to the proposed Local Plan on the following grounds:

1. The plans in the options for development state that many of the proposed sites will require an incursion into the Green Belt. Appendix 4.1 of your Local Plan states that one of the main objectives is: *'the need to prevent the District's towns from merging with one another.'* and paragraph 4.4 states: *'the main purpose of the Green Belt is to prevent urban areas of Warwick, Leamington and Kenilworth from merging.'*
The proposed Urban Fringe development K01, K06, K09, K17, K18, R54, W28 & L07 south of Kenilworth and north of Leamington/Warwick erode the Green Belt space between them and is in opposition to the aims of the policy.

Policy Objective 16 alterations to the Green Belt to allow development should be deleted as it is in conflict with the stated reason for retaining the Green Belt. The proposal to remove Leek Wootton from the Green Belt to allow more development is particularly damaging as the green space between Kenilworth and Warwick is very narrow and development is in direct opposition to PO3 to *'avoid development in locations that could potentially result in the coalescence of settlements'*.

2. The justification for the damage to the environment is the claimed need for 10,800 new houses. This has not been established and is based on generalised 2010 ONS data that can only guess at local conditions and future trends to support a presumption that the area needs this growth. The scale of proposed development will create major infrastructure cost for the District and its taxpayers.

There does not appear to be a cost analysis for this Local plan or an indication of how the money for the new schools, roads and services is to be raised, nor is the cost to local residents discussed.

As the plan acknowledges in the data, the previous inward migration from other areas was a product of the District's building boom pre 2010 and it increased the population by 12% (double the national average) over ten years. This increase now contributes to the commuter traffic problems as 30% of working people commute in and out of the District.

3. The lengthy analysis of the traffic situation in the district has been used to justify a proposed new road from the A46 Leek Wootton junction across the water meadows to the A452 Blackdown island and a proposed Park & Ride facility. The new unobstructed road from the A46 will inevitably attract much more traffic and cause greater congestion to north Leamington instead of alleviating the traffic problem.

This new road would need to be elevated on an embankment above the flood level and bridge the Avon. The development would destroy an attractive riverside area and degrade the Green Belt north of Guy's Cliffe. Preferred Option 14 'Provision of Transport Infrastructure' states as one of its aims: '*to minimise impact on the environment*' but this proposal will achieve the opposite result.

The proposed northern Park & Ride facility is badly situated close to the town and if required, it should be on the A46 highway where it can be part of the M40 – M69 road corridor easily accessible to the national road network and close to the rail station where it would '*help with the integration of different transport modes*' (quoted from the aims of PO14). The A46 location could provide alternative and less costly road access options that are less damaging to the countryside.

4. The proposal to build 600 houses a year (PO5 requires 40% of them to be low cost Affordable houses) in the locations indicated will cause permanent damage to the District's environment and will destroy the very qualities that make the area attractive for residents.

This Local Plan was concocted before the full extent of the financial recession was understood and should be reconsidered in light of the economic problems facing this region and the UK. By allowing the area to grow at double the national average rate the District Council has created the current problems. The more it allows to be built, the more the perceived need will be for year on year additional growth as a percentage of the increasing size.

The urban fringe development policy stated in PO3 should be reconsidered as the quality of the area will degenerate as the countryside around our towns submerges under areas of low cost house building if this Local Plan is accepted.

Yours faithfully,