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TW Warwick PO Response Letter July 2012.docx



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Dear Sir / Madam

**Warwick Local Plan - Preferred Options Consultation  
Response on behalf of Taylor Wimpey's Land Interests in Barford**

We act on behalf of Taylor Wimpey plc, who have a land interest in Barford. A copy of the site plan is appended to these representations. Below we set out a response to a number of draft policies contained in the Preferred Options document (May 2012).

**PO3: Broad Location of Growth**

Taylor Wimpey support the Council's Preferred Option as set out in draft Policy PO3 which includes the distribution of some housing growth across the District, including land within and/or on the edge of some villages. Furthermore support is given to the proposal for a hierarchy of growth in those villages with a broad range of services and public transport to the towns.

Taylor Wimpey have land interests in Barford, and consider that this could deliver upto 60 new homes in a location that is considered to be sustainable for this scale of development.

We consider that the Council's proposed approach to housing delivery, as set out in draft Policy PO3, accords with the requirements set out in paragraph 47 of the NPPF which encourages Local Planning Authorities to significantly boost the supply of housing through a number of means. The support for providing new homes through extensions to existing villages is also encouraged by the NPPF (paragraph 52).

**PO4: Distribution of Sites for Housing**

Taylor Wimpey supports the proposal for Category 1 villages, including Barford, to provide 100 dwellings. However, we consider, specifically in respect of Barford, that where sites, in addition to Taylor Wimpey's site at Land off Wellesbourne Road, are identified as being suitable and deliverable for residential development, within and/or on the edge of the village, then Barford may be able to accommodate growth in excess of 100 dwellings. On this basis, we suggest that a dwelling range should be provided which indicates the minimum and maximum number of units the Council considers to be broadly acceptable on sites which are deliverable and developable in Barford. Whilst we understand that the 100 dwelling figure is not a maximum, it would be helpful for development management purposes to establish a figure that was considered to be the upper limit. Furthermore, if some of the Category 1 and 2 villages are unable to meet the broad targets set then other villages may need to make up the shortfall. It is suggested that an assessment of likely housing capacity in each village is required to understand what the housing capacity parameter should be.



**PO6: Mixed Communities & a Wide Choice of Homes**

A – General Market Housing

Taylor Wimpey broadly supports the requirement for housing developments to provide a mix of house sizes and types to meet the needs identified in the SHMA. However, not all sites will be in a location or be of a size to always fully reflect the SHMA requirements in full. Therefore, it is proposed that the words “seek to” are inserted in between the words “will ensure”.

**PO12 : Climate Change**

Taylor Wimpey notes the Council’s intention to adopt a requirement that “*seeks a 20% reduction in carbon emissions from development to include a contribution from renewable and low carbon technologies*”. Whilst the policy implies that the carbon reduction is not restricted to these technologies, Taylor Wimpey request that the policy is amended to include reference to the following:

*“Where development viability supports a 20% reduction in carbon emissions, contributions to this may include reductions through supply chain and construction methods, as well as contributions from renewable and low carbon technologies”.*

As part of the CIL viability work, it is requested that any costs associated with a 20% reduction in carbon emissions is taken into account with all other design requirements and planning obligations such as affordable housing.

**PO12 : Transport**

Preferred Option: Parking

Taylor Wimpey support the proposal to review Vehicle Parking Standards supplementary planning document (2007) and specifically the intention to ensure car parking is provided within new residential developments that allows for convenient and safe parking. Taylor Wimpey would welcome the opportunity to respond to any future supplementary planning document that is prepared.

We look forward to receiving confirmation of receipt of these representations.

Yours faithfully



Michael Davies  
Planning Director