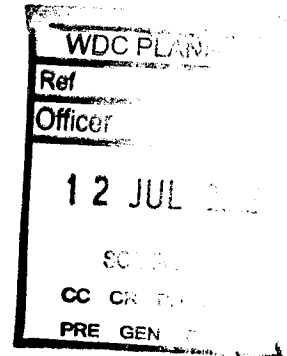


1887

9 July 2012

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



Dear Sir

**LOCAL PLAN – Preferred Options Response**

We would like to respond to the Local Plan options by letter, rather than the short printed document enclosed in the WDC Summary pamphlet. This is a personal view of myself and my wife in response to the document and attendance at one of your local meetings outlining the plans.

1. WDC Preferred sites of development [PO4]  
Within Urban Areas

Four sites are listed and we feel this is a good use of inner urban sites. However we are puzzled at the Warwickshire College site for 300 dwellings – is the College moving, or has space been identified within its site area?

On edge of Warwick, Leamington and Whitnash

We note that sites, as listed, show housing split proportionally, North and South of the river, with 62% (3890) south of the river, and 38% (2360) north of the river. This split does share the allocation of sites North /South of the river in relative fair proportion, ignoring at this stage any traffic considerations. We are aware of peoples feeling that the north of river are in 'green belt' land and should not have any housing allocated, but the land south of the river is a 'white' belt, which whilst never given green belt status, is however all good agricultural farming land and by the same token should not have development.

However WDC decision to share development seems a very fair use of land and we would very much approve of their sites proposal [PO4] and agree that the 'green belt' should be altered to accommodate this.

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### Edge of Kenilworth

Thickthorn. We agree that this area site has to be used to accommodate housing need.

#### 2. Category 1 and 2 Villages

We approve WDC working with Parish Councils to define boundaries of villages and agree that where that land is within green belt it will be removed from green belt status to enable development.

We would suggest that working with Parish Councils and agreeing a phased building timetable for each village would ease any fears of village residents.

#### 3. Development on Brownfield Land

We would agree that the use and infill of Brownfield land must be maximized, even if 'difficult' for builders, but with appropriate regard to amenity and environment for local residents and surroundings.

#### 4. Development on Greenfield Land

We would agree with WDC preferred options for development on 'greenfield' land whether 'green belt' or 'white' agricultural land as identified in the Plan. Modification of existing green belt must be made to enable this to proceed.

(p.015) We are very pleased to see WDC identifying and putting in place a network of strategic green wedges, running from Radford Semele via Newbold Comyn and along the southern area of Harbury Lane to Europa Way in a southern corridor of green space habitat as shown in the Green Infrastructure map 6. We feel that this is a vital part of protecting that quality of air, environment and quality of life to this southern part of WDC's area. Our submission to the Core Strategy in 2009 from Heathcote Park Residents Association, against the huge proposed development of land to the south of Harbury Lane, stated the need to give us that quality of environment which the 'green wedges' if approved will give us. We will argue strongly that this is kept in the proposed new plan.

#### Conclusion:

We agree WDC overall strategy for a mixture of housing, to include provision of 'affordable' housing and housing for the elderly etc on the sites as listed, and within villages as listed. We think that WDC has put forward a good set of proposals within the constraints of Government policy now in place.

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## Transport

We have noted that development along Europa Way and Gallows Hill will put routes into Leamington and Warwick under new increased pressure. Additional lanes or widening of Europa Way should have provision for directional traffic-light indicated lanes to enable traffic flows to respond to morning rush hour into Leamington and afternoon rush hour out of Leamington. Traffic lights on roundabouts will also help. However none of this will increase capacity across the bridges (canal and river). How will WDC manage this? We desperately need an engineered solution to the river/ canal crossings Residents, south of the river are already worried about the ability of the emergency services, ambulance- fire-police to attend calls in a rush hour situation. We need to know the response to this before the plan is committed to.

Our residents have also noted that Harbury Lane is earmarked for possible widening/improvement. This road runs across the entrance to Heathcote Park Park Home site and alongside the park. Residents have to cross this road for the bus and to access the only path along this section of road. A few years ago an island crossing was put in to help, but it is not near enough to the entrance to convince residents to always use it. If this road is widened then it would require a 'pelican' type crossing to enable our elderly and sometimes wheelchaired residents to safely cross the fast moving vehicles using it.

## Final thoughts:

If these proposals are agreed for the WDC area we need assurances that WDC will engage in full consultation and planning with the water/sewerage, power companies etc to confirm their ability to manage the increased pressure on their services and a solution sought to prevent the possible, no certain, gridlock of traffic access into and out of Leamington and Warwick town centres and services over the bridges.

Yours faithfully

