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23rd July 2013

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

LOCAL PLAN REVISED DEVELOPMENT STRATEGY: CONSULTATION 14th JUNE TO 29th JULY 2013

Dear Sirs,

I write to support the New Local Plan Revised Development Strategy. In particular I support the recent amendments to the local plan that resulted in the absence of development on the North Leamington Green Belt around Milverton and Blackdown.

I am concerned that ongoing reviews of the plan will include a scheme involving development on the North Leamington Green Belt. The Green Belt in this area meets the 5 defined key roles of Green Belt and it is an excellent and well used cultural and exercise related resource. Development in Kenilworth, Baginton and Lillington already take land from this essential Green Belt and further development on it would not be sustainable. It must not be permitted.

I would also like to make the following points:

1. A Joint Strategic Housing Needs Analysis is currently being performed with Coventry City Council. The analysis shows that there is sufficient non Green Belt land to accommodate any additional development.
2. The Revised Development Strategy has a fair distribution of new housing across the District.
3. The Revised Development Strategy proposes that most of the new development is located close to where employment opportunities already exist (e.g. industrial parks to the South of Leamington & Warwick). This provides an excellent opportunity for people to live close to their place of work, reducing or eliminating commuting for many people, reducing pollution & improving quality of life.
4. Focusing development in the South, in one broad area, ensures adequate public services can be provided and developed to meet the needs of the new population. These services can be designed to meet the exact needs of that new population and planned within easy walking and cycling distance, minimising traffic congestion..

5. The Revised Development Strategy provides for improvement to the road network South of Leamington to relieve the existing congestion and to cater for the new development. The transport assessment clearly shows that development in the North would generate more traffic congestion in the district.
6. It is possible that mitigation methods may need to be employed in the Southern areas to reduce pollution and congestion but the work needed to do this would be less than for development in the North.

In conclusion the exclusion of development in the North Leamington Green Belt enables the plan to comply with the NPPF. Development in the South not only reduces traffic congestion and reduces air pollution, it also enables better provision of public services and other facilities with better access to the employment hubs.

Yours faithfully,

Alfonso Pacitti