

1851.

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



D.M.C
29 JUL 2013
WARWICK DISTRICT COUNCIL

Dear *Sus*,

WARWICK DISTRICT LOCAL PLAN

Further to my earlier objection to this Plan, I wish to add the following comment regarding Paragraph 4.3.10 of the Plan.

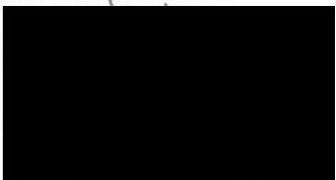
The Local Plan proposals are to build substantial amounts of housing south of the Avon. The justification for this is given in paragraph 4.3.10 which states:

"The modelling (of traffic) showed that although development distributed in this way would lead to significant amounts of additional traffic in the area, this could reasonably be mitigated....The result of this meant that exceptional circumstances for releasing green belt for development on traffic grounds could not be justified."

I have highlighted the word "reasonably" since this is the nub of the matter. The Strategic Transport Assessment from which this assurance is derived deals **solely** with the highway network as a purely traffic management problem. The fact that this network relates (in our case) to an historic, living and dynamic town has not been considered at all, for example, matters relating to the daily needs of pedestrians (and especially schoolchildren) walking the streets, accessing the shops and services, the needs of our traders, their customers and suppliers, residents' parking, our built environment, and of course the health of the residents and visitors with particular attention to air quality.

Since no evidence has been produced to show that the additional traffic can in fact be reasonably mitigated in this full sense of the term, the rationale for NOT releasing green belt land fails. Green Belt land should therefore be released and the Plan altered accordingly.

Yours sincerely,



Dennis M. Crips BSc(Eng) CEng MIET

D.M.C

29 JUL 2013

Chris Elliott
Chief Executive
Warwick District Council
Riverside House
Milverton Hill
Royal Leamington Spa
CV32 5HZ

WARWICK DISTRICT COUNCIL

Dear *Chris,*

WARWICK DISTRICT NEW LOCAL PLAN

Thank you for your reply of 18th July to my earlier letter.

The only justification for building substantial amounts of housing south of the Avon is given in paragraph 4.3.10 of the Plan which states:


"The modelling (of traffic) showed that although development distributed in this way would lead to significant amounts of additional traffic in the area, this could reasonably be mitigated....The result of this meant that exceptional circumstances for releasing green belt for development on traffic grounds could not be justified."

I have highlighted the word "reasonably" since this is the nub of the matter. The Strategic Transport Assessment from which this assurance is derived deals **solely** with the highway network as a purely traffic management problem. The fact that this network relates (in our case) to an historic, living and dynamic town has not been considered at all, for example, matters relating to the daily needs of pedestrians walking the streets, accessing the shops and services, the needs of our traders, their customers and suppliers, our built environment, and of course the health of the residents and visitors with particular attention to air quality.

Since no evidence has been produced to show that the additional traffic can in fact be reasonably mitigated from the adverse effects on any or all of these other factors, the rationale for NOT releasing green belt land fails. Simply put, you have the wrong Plan, and it is no argument to suggest that we must pursue this one because of other factors which should have been resolved years ago.

Once again I respectfully suggest that you withdraw the Plan as soon as possible, and we will have to deal with speculative development proposals as and when they emerge.

Yours sincerely


Dennis M. Crips BSc(Eng) CEng MIET
Cc Rt Hon Chris White MP