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27 August 2016

Kevin Ward BA (Hons) MRTPI
c/o Ian Kemp
Programme Officer
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By email

Warwick District Local Plan Examination

Matter 4 The Spatial Strategy and Matter 7a: Policies DS11, DS15 and DSNEW2 Allocation and Safeguarded Land at Old Milverton (H44 and S2)

Dear Sirs,

I am totally opposed to the plans to allow development on the Green Belt to the North of Leamington Spa.

The Green Belt is vital in maintaining the identity of the Warwickshire towns and Warwick district council (WDC) have consistently failed to demonstrate Exceptional Circumstances in order to justify development in the North Leamington Greenbelt. WDC have now stated that the requirement to build on this Greenbelt is to satisfy requirement from Coventry.

Coventry need housing in close proximity to the city, not on the greenbelt north of Leamington 9 miles away. As a consequence, the exceptional circumstances required by the NPPF to release land from the greenbelt have again not been demonstrated.

The greenbelt at Old Milverton scores highly in value in comparison with other areas because it has been very successful in preventing the spread of Leamington and has stopped Leamington merging with Kenilworth.

In addition to the separation of Leamington and Kenilworth the Greenbelt also protect Old Milverton which will have its identity and integrity totally compromised by these proposals as it becomes subsumed into a sprawling Leamington / Warwick conurbation.

Park and Ride

The proposed park and ride scheme is impractical and will result in not only a failed Park and Ride but will give the impression to potential shoppers that they cannot park in Leamington. Consequently, this will encourage them to use other towns. The result will therefore be to damage, not aid, the retail success of Leamington. It will not reduce traffic congestion because it would be in the wrong place, and because there is sufficient parking in Leamington Spa. Perversely Warwick District Council is planning a new multi storey car park.

Other park and ride schemes have failed and Oxford is the only real example of success. Oxford has the dual advantages that there is little parking and the city has sufficient attraction to allow it to take an anti-car policy within the city.

The Stratford upon Avon park and ride scheme has been reduced because of its lack of success and WDC have not assessed the required funding and loss of WDC income that would result from a private sector company being able to take over the parking revenue currently going to the Council.

In summary

The site is designated to provide houses for Coventry but these need to be closer to Coventry to avoid excessive travel, congestion and meet sustainability and air quality requirements.

Alternative and more appropriate locations are available, but for whatever reason WDC have not put these forward despite huge local objection to developing this site.

Yours faithfully

Eileen Robbins

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