

There are a multitude of infringements of NPPF in the proposal ranging from increasing the contravention of the Govt's reduced carbon emissions goals to failure to locate housing closer to employment, but I don't wish to summarise them all. Instead I'd like to focus on what I believe has been the BIGGER issue here, the managing of a micro project from a purely macro perspective.

On this level you've identified a general housing need spreading as far wide as Coventry, that on a truly micro level you'll house 250 of which in H44. But to do that you'll go macro again by removing 169 acres of land from the Green Belt to build 250 houses on 54 acres. What's more in this day and age of data analysis when data is a company's most valuable commodity. When the supermarket analyses what post code you've come from, the time you shop, which products you buy midweek, which products at the weekend, when airlines change pricing according to the postcode linked to your server address and the sites you've visited recently, the corresponding hotels and their price brackets showing how much you're willing to spend....when I come to ask you to tell me who will be living there, as ultimately one day you do have to decide just that and build appropriate housing linked 100% to that defined need, you're unable to tell me. Instead you hide behind the Macro umbrella telling us that it'll be "a mix".

You had your heart set on a Park & Ride but when it came to asking you for predicted uptake of the scheme, you couldn't even give me one single figure. Not one figure. Not even from the publicly available National Census let alone a targeted study on a site-specific, micro level. What's more you got it in the wrong direction not realising that more people travel from Coventry to Warwick for work than from Warwick to Coventry.

You want a train station two hops from two others either side. But again you've failed to even look at any figures. The National Census records a current uptake of 1% for Warwick, it records an uptake of 1% from Rugby that has a train every 15 minutes and a journey time to Coventry of just 11 minutes. As Rugby has shown, having a train station there won't create demand, it'll still be 1% of 250 houses, making it the most bespoke white elephant in history for those 2.5 H44 households that'll use the service.

But one thing's for sure, that white elephant will have no transport worries, he'll probably have a bus or a whole train carriage to himself.

According to Mr.Crowe of Barton Willmore, you think that the way to improve the recreational use of the Green Belt is to fill it with houses.

You think that air quality will improve by introducing 350 cars onto what was previously undisturbed natural green belt, taking the Govt average of cars per household in a "rural town and fringe" as 1.4

The truth is that your intentions may have been good, creating something of a social dream, constructing a jigsaw where all parts fit snugly together, transport infrastructure adjustments absorbing an extra 250 households, future employment plans, healthcare and schooling. A jigsaw that doesn't just fit together but is actually load-bearing, each part supporting the other.

But sadly it is just that, a dream, and we live in reality. Over the past two days we've learned that the transport proposals are a farce. From regional growth statistics and first hand account of a local business leader, Mike Molesworth, we've learned that there's no realistic employment opportunity or even need in the identified location. That people from Warwick don't commute to Coventry but rather Coventry commutes to us. The truth is that such a lack of study particular to this site has resulted in you bringing to the table, one corner piece of the jigsaw, another bringing a lego brick, one a Tonka toy bus, and another a Hornby train. When asked why this was the case, it seems that some of you forgot to bring anything at all.

So now we're left with one piece of the jigsaw H44 that doesn't fit anywhere.

Which brings me to what I really think, that the intentions weren't good willed, rather more this is nothing more than a foot in the door policy designed with one and only one goal in mind - for WDC to gain green belt land to be developed for WDC's sole future interest and a minor loss to Coventry DC is the price they are willing to pay to achieve that. But sadly no price can be put upon, nor anything compensate, for the permanent loss of this recreational, farming, green belt to those of Milverton and Leamington Spa.

So I think it's time that remaining piece of the jigsaw was put back in the box.

Thank you for your time.

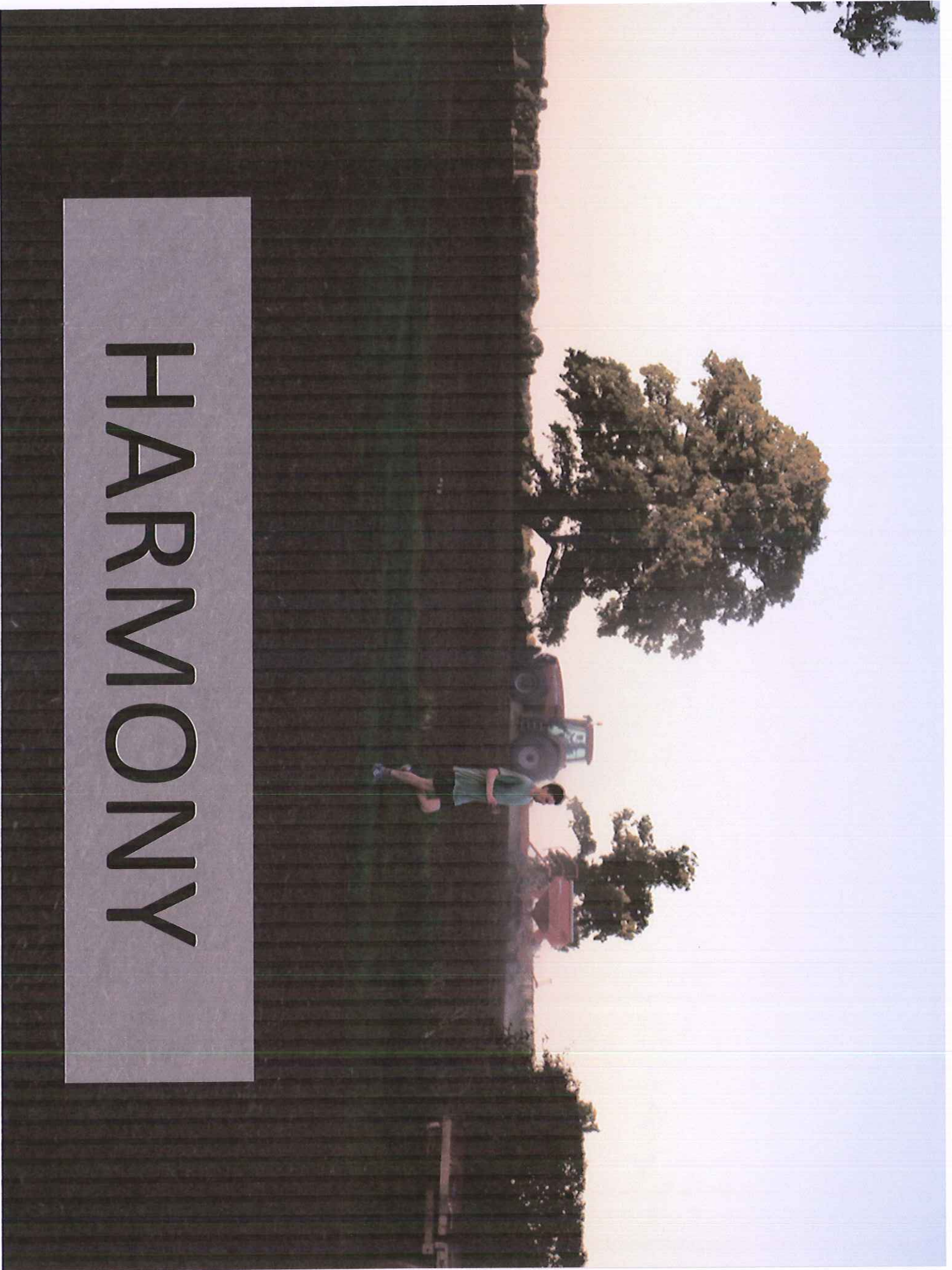


The key points to note are that the two schools are directly opposite each other creating a bottleneck and inability to landscape to compensate. Brookhurst School has recently undergone significant landscaping, moving the entrance from the area highlighted in green to Guys Cliffe Avenue. This is because of the congestion caused to the inhabitants of the area in green by parents using it as the drop-off/waiting area. Trinity School now has twice the volume of students than it did ten years ago and is at full capacity due it having sold its other campus, Dormer School on Myton Road, Warwick, for housing development. It has accommodated all those students on the Guys Cliffe Road campus. There is now no room for further expansion.



These photographs show the congestion every day on Guys Cliffe Avenue that makes it possible for only one car to pass at a time. Dave Barber & Tony Ward were typically abstract in their description of transport adjustments, simply saying that there would be some bus route diversion. When pressed on the final day they admitted that there was never any intention for buses to pass down Sandy Lane but instead to go down Guys Cliffe Avenue. These photographs show just how impossible that proposal is. The cars have been formally moved by the Council from the side roads to Guys Cliffe Avenue for both schools' drop-off/collection. There is no room to move that again by making a car park for the parents. The only way to accommodate this would be to build on the school land, already subject to re-landscaping following the Council's parking restrictions. Equally with the absorption of Dormer School, the Trinity campus now offers half the green space per pupil, further exacerbated by the necessary physical expansion of school buildings to accommodate Dormer School. So this is the status quo for the future and a status quo that as shown by Google Maps (top right) and photographs taken by myself, is 100% impractical both now and at any time in the future. Yet another reason to make H44 and S2 wholly unfeasible.

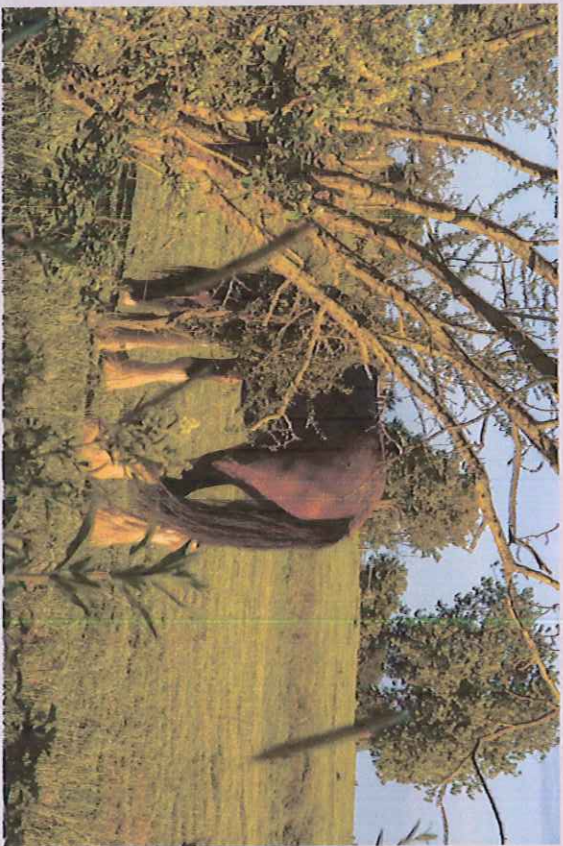
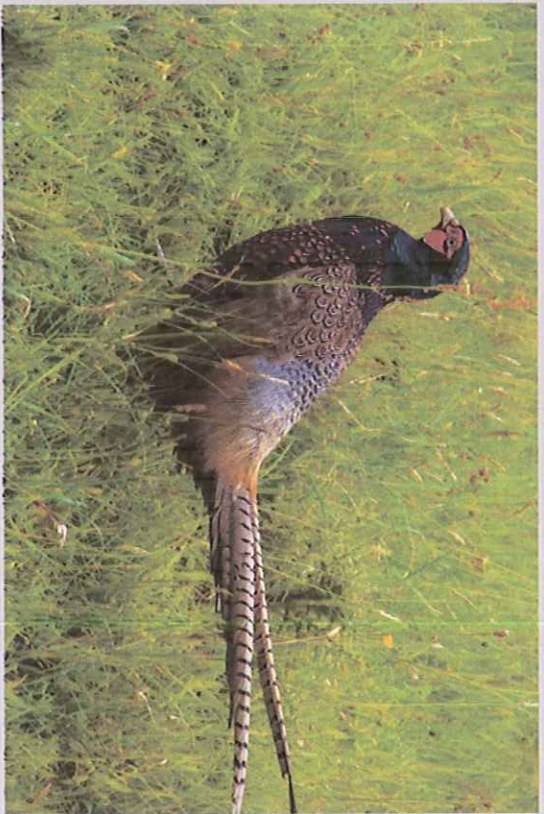




HARMONY

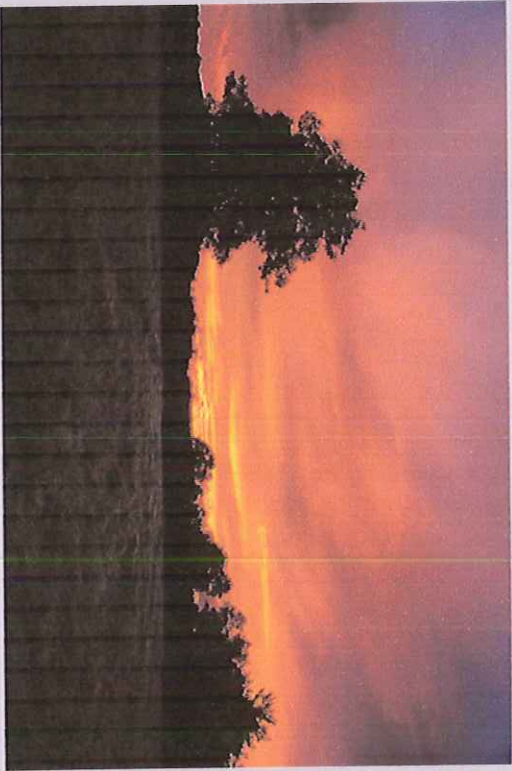
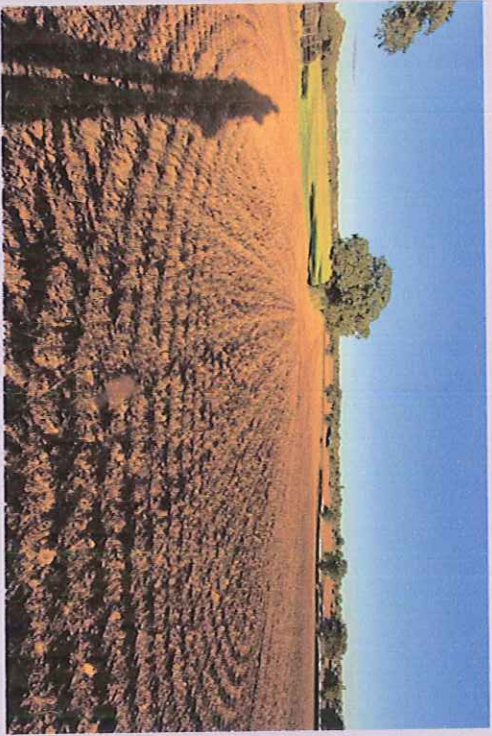
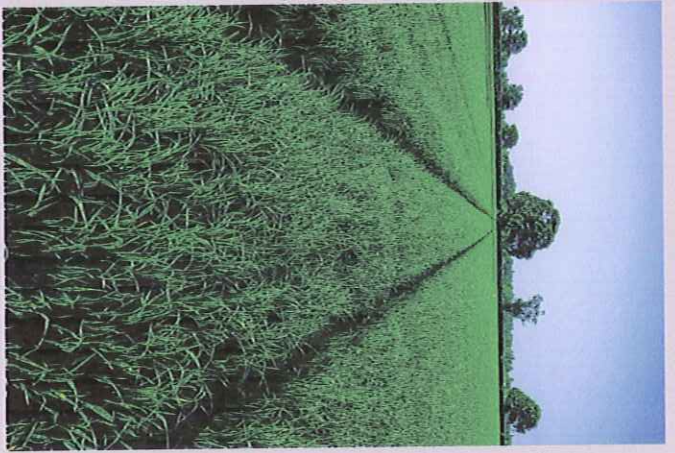
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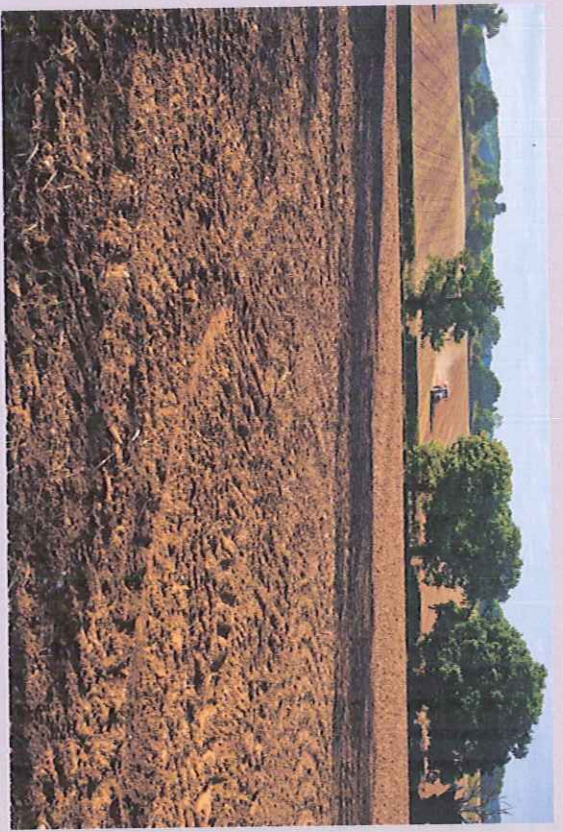




BEAUTY

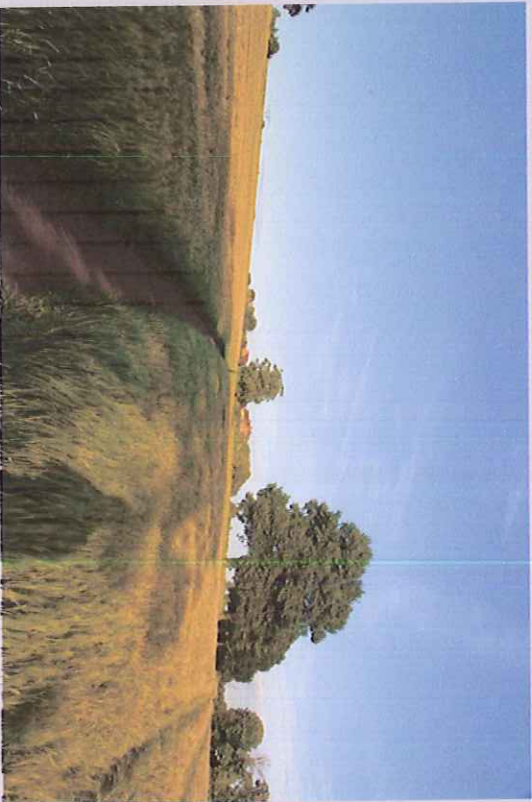
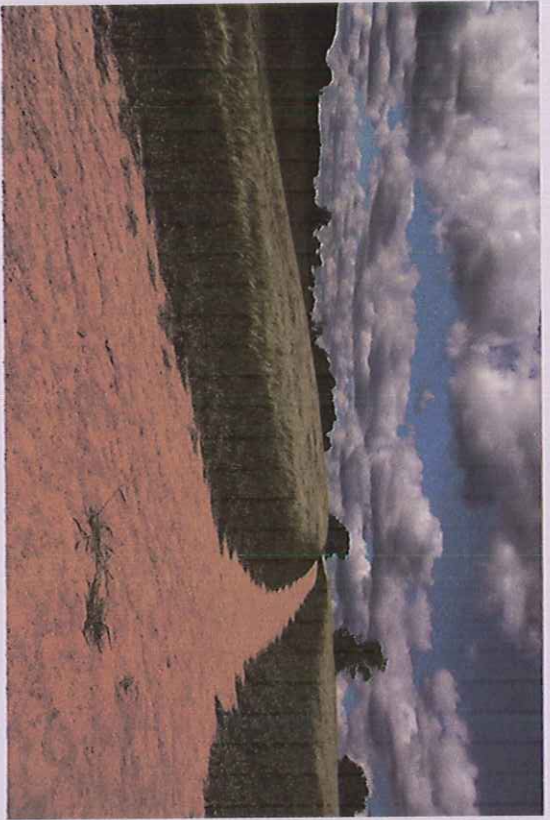


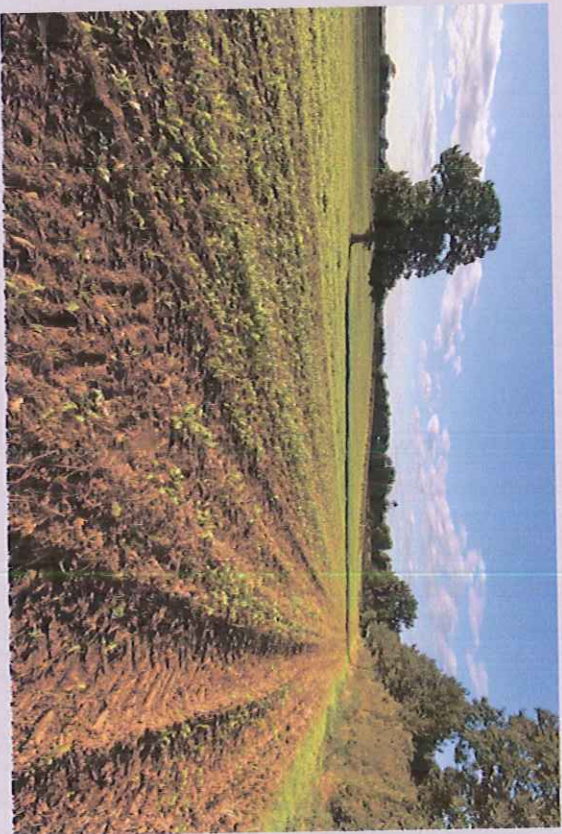




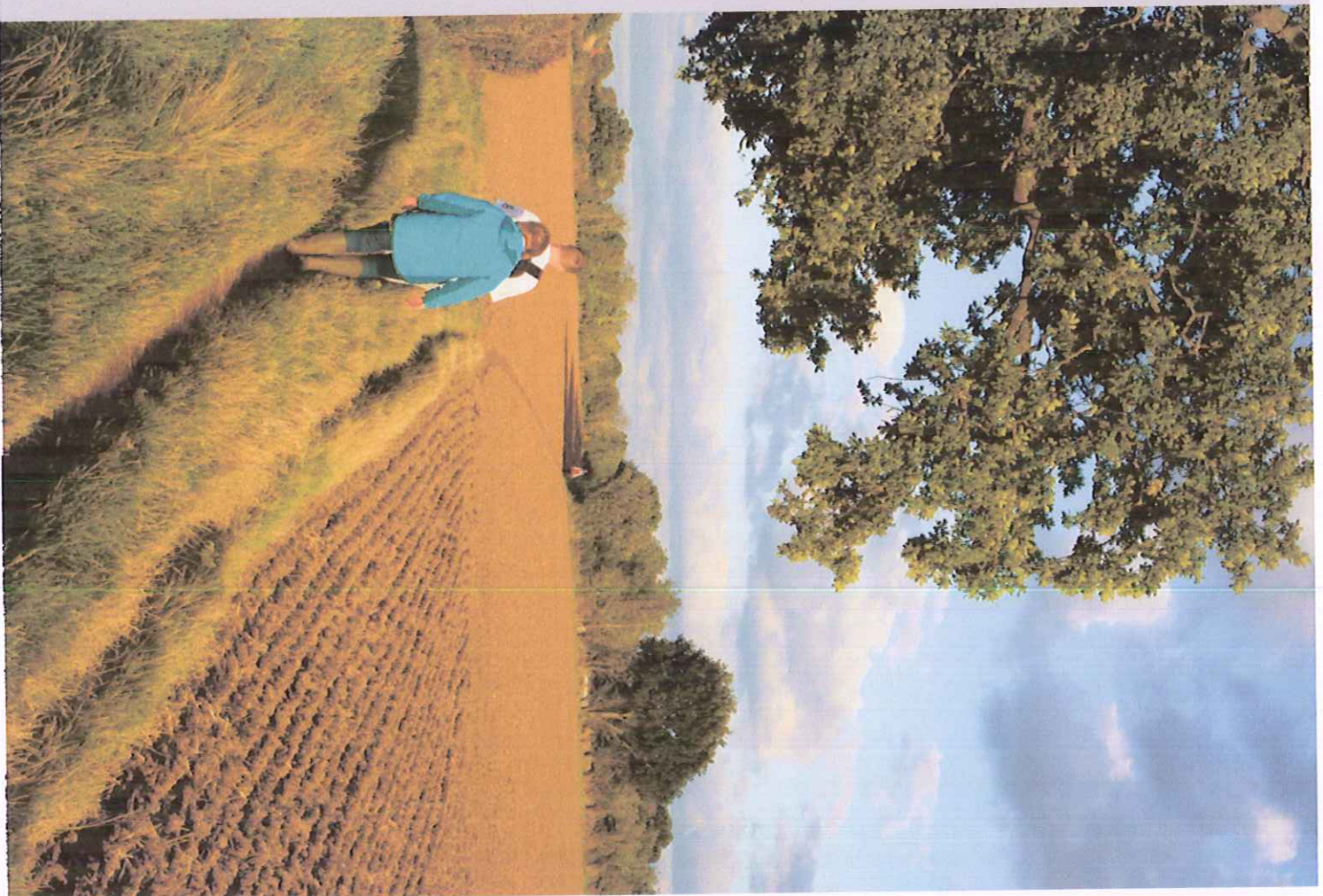
ROLLING HILLS

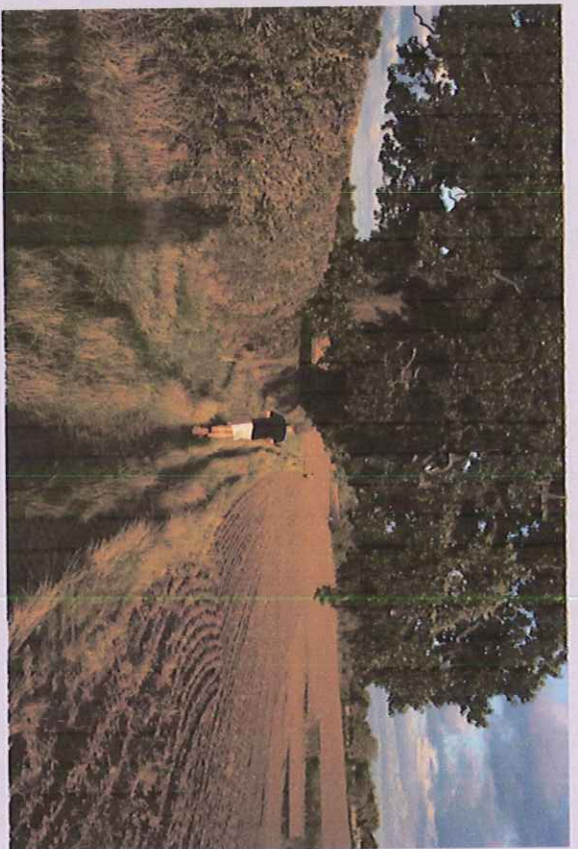


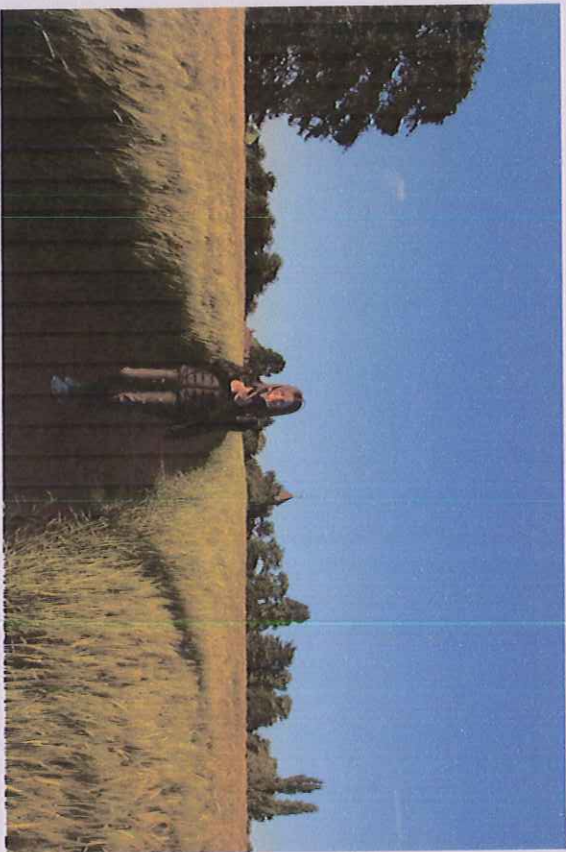
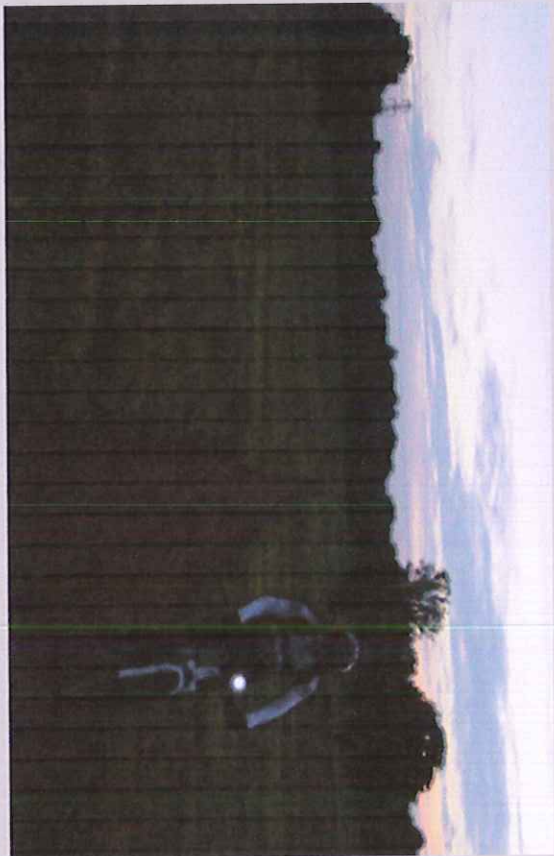
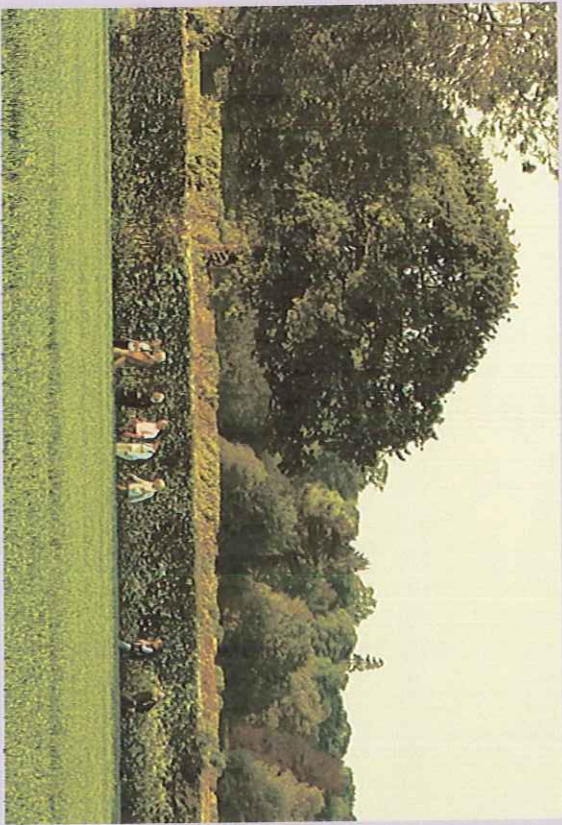


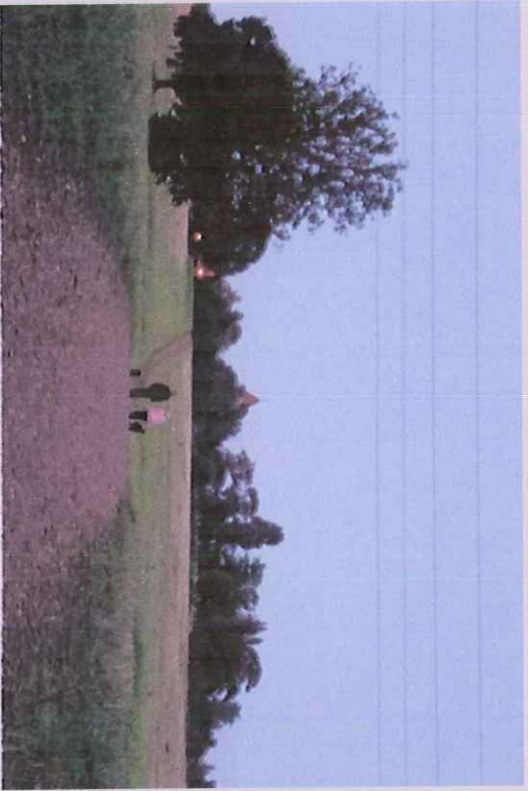
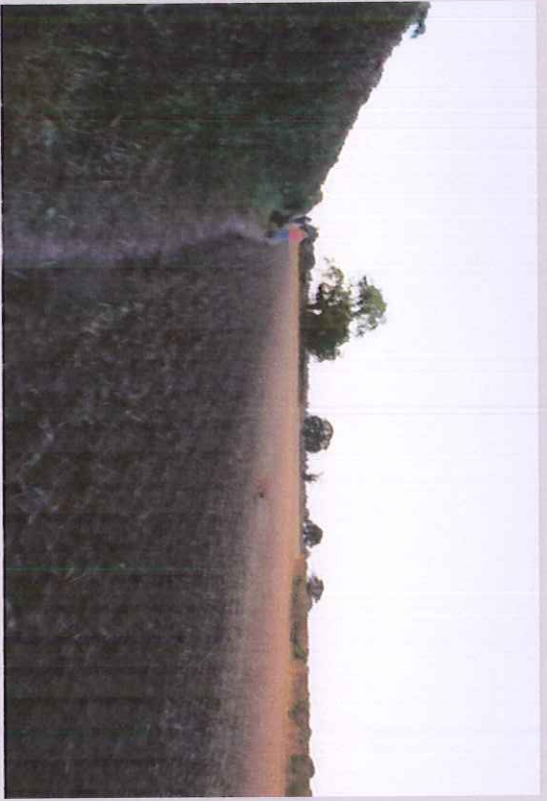


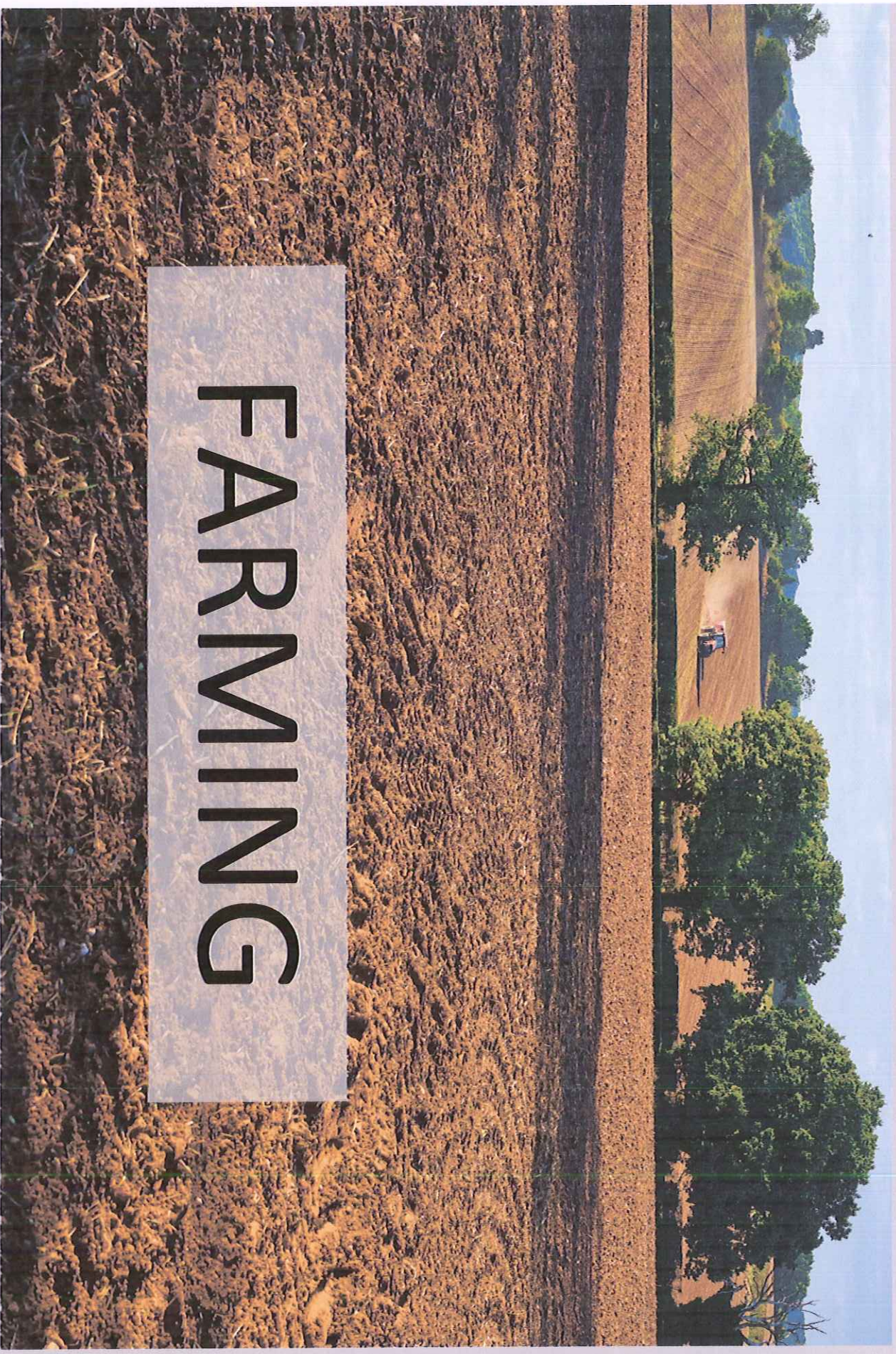
LEISURE



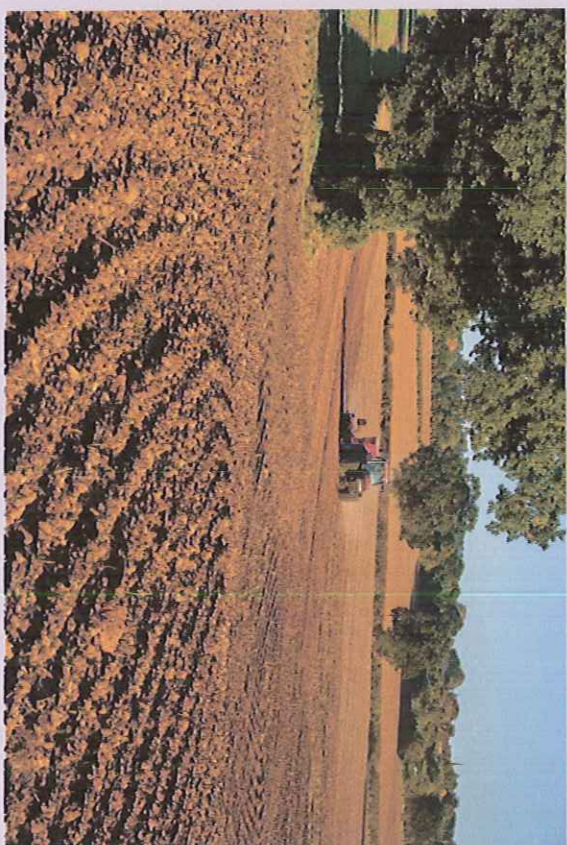
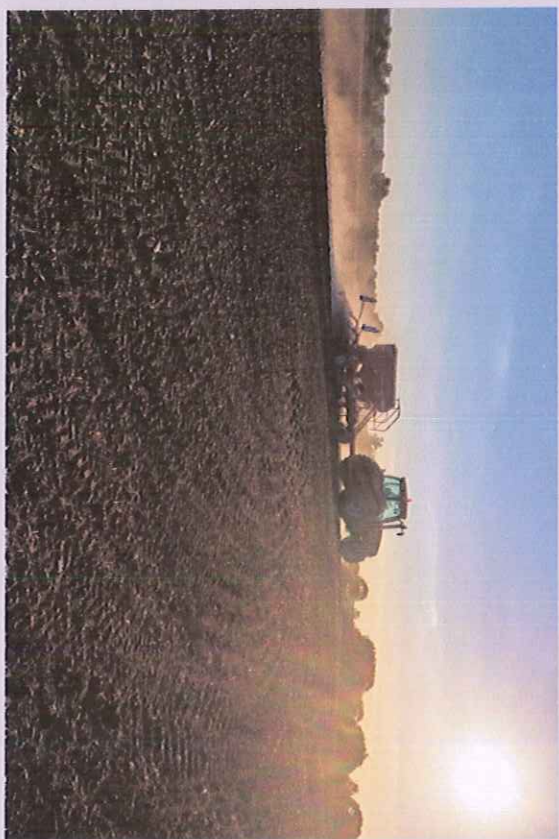
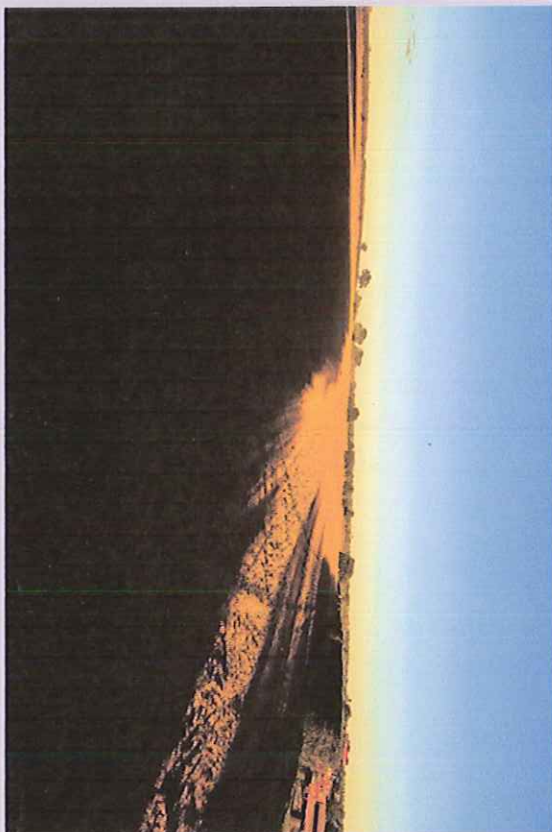


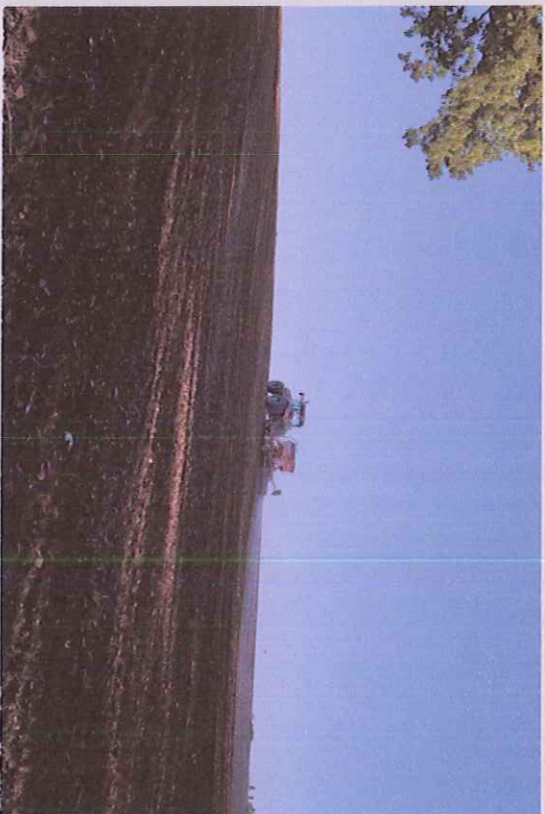
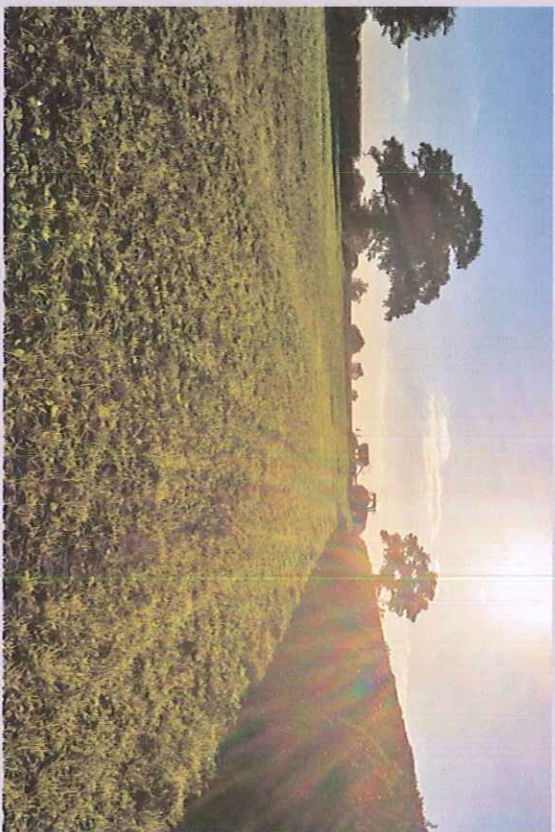
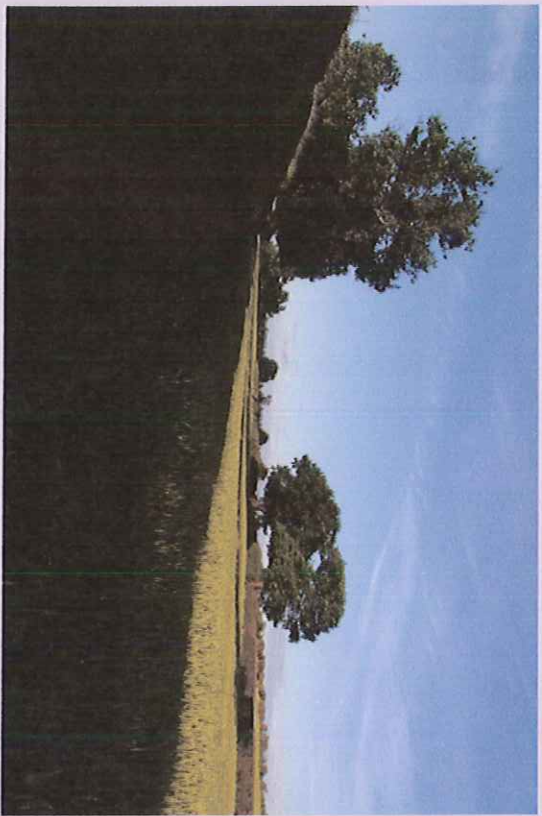
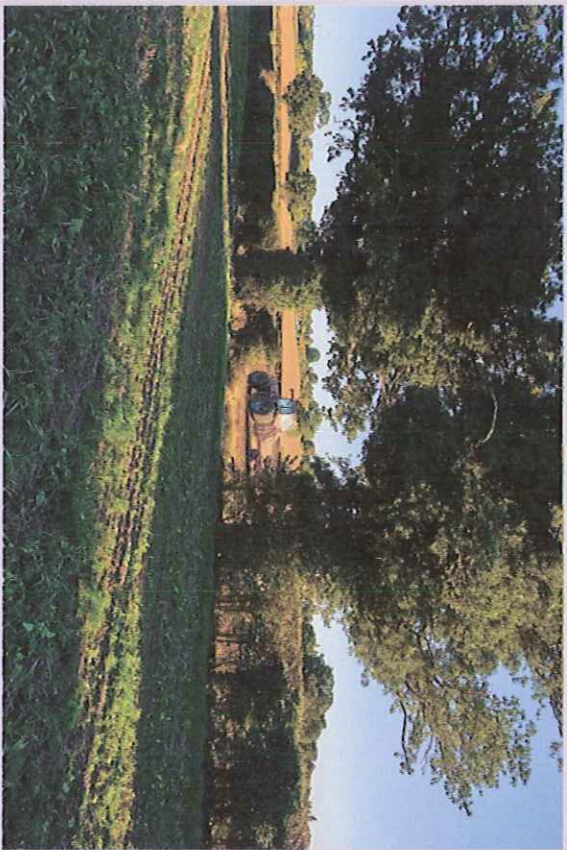






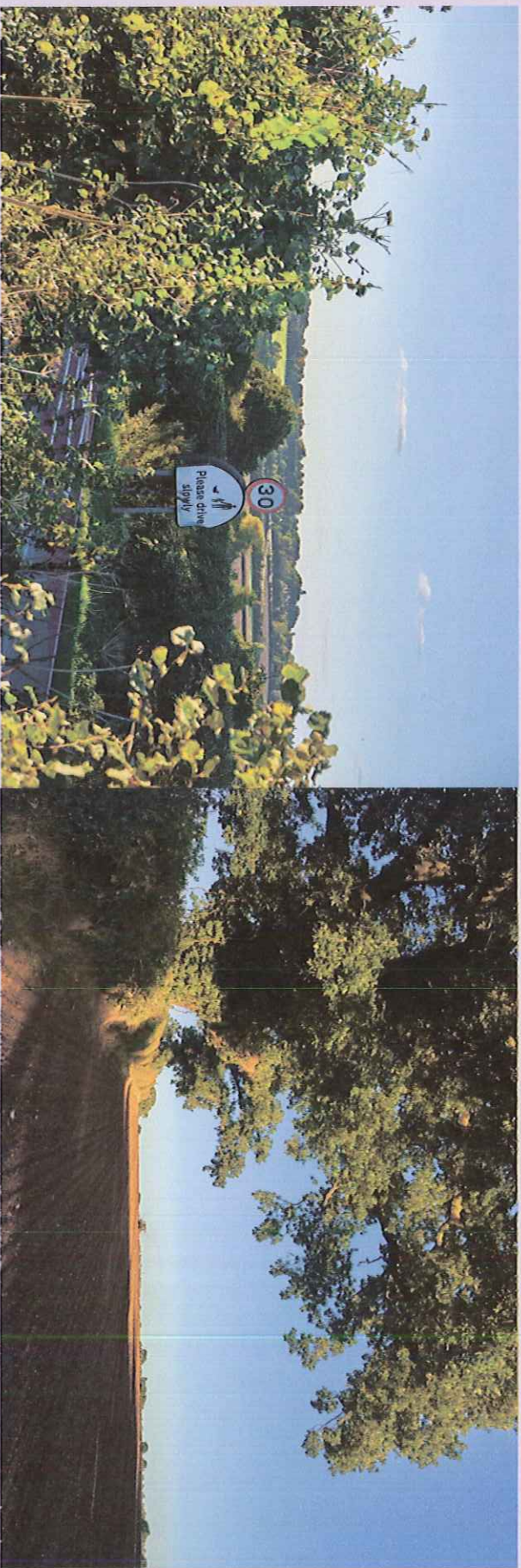
FARMING



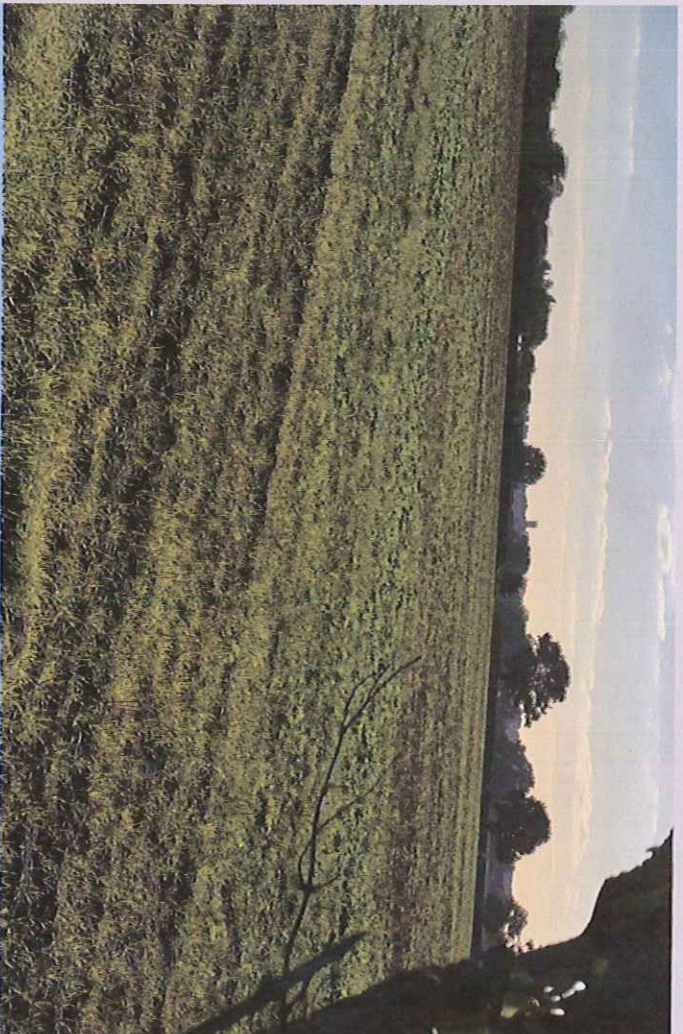


GREEN BELT PERIMETERS





These views are taken from the spot, one looking north across the open valley to Hill Wootton, the other up the hill towards H44. Please note how the two photos shows that Sandy Lane is not the peak, but continues to rise and will therefore elevate any development to not only be visible from anywhere in the view on the left but also block out any view of historical Leamington Spa.



These views are taken from the same spot, one looking North across the open valley to Hill Wootton, the other South towards Milverton Church and Leamington Spa. Please note again how the two photos show that Sandy Lane is not the peak, but continues to rise and will therefore elevate any development to not only be visible from anywhere in the view of the bottom photo but also block out 100% any view of historical Leamington Spa from anywhere in the same perspective. No landscaping would be able to avoid it would require many CUBIC acres to be removed, housing deeply recessed etc. It would turn S2 into an open cast mine.