



Revised Development Strategy Response Form 2013

For Official Use Only
Ref: 9687
Rep. Ref.

Please use this form if you wish to support or object to the Local Plan - Revised Development Strategy.

If you are commenting on multiple sections of the document you will need to complete a separate copy of Part B of this form for each representation.

This form may be photocopied or, alternatively, extra forms can be obtained from the Council's offices or places where the plan has been made available (see back page). You can also respond online using the LDF Consultation System, visit: www.warwickdc.gov.uk/newlocalplan

Part A - Personal Details

	1. Personal Details	2. Agent's Details (if applicable)
Title	Mrs.	
First Name	KATHLEEN DIANA	
Last Name	KING	
Job Title (where relevant)	[REDACTED]	
Organisation (where relevant)		
Address Line 1		
Address Line 2		
Address Line 3		
Address Line 4		
Postcode		
Telephone number		
Email address		
Would you like to be made aware of future developments?		
About You: Gender		
Ethnic Origin		
Age		

Where did you hear about this consultation e.g. radio, newspaper, word of mouth, exhibitions, bin hanger?

Exhibition

Part B - Commenting on the Revised Development Strategy

If you are commenting on multiple sections of the document you will need to complete a separate sheet for each representation

Sheet of

Which part of the document are you responding to?

Paragraph number / Heading / Subheading (if relevant)

Map (e.g. Proposed Development Sites – District Wide)

What is the nature of your representation?

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (Use a separate sheet if necessary).

MT
KATHLEEN DIANA
KING
ARCHERY FIELD
WATWICK
W34 690
0121 411 412
www.king.com
Parks
Conservation

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Exhibition

WARWICK LOCAL PLAN

Whilst I appreciate that you have to meet a target for future housing, it seems extraordinary that you are planning to build so many houses to the south of Warwick, a sensitive area approaching the market town of Warwick - when very little is proposed for north Leamington which is better served with roads and will have less impact on the town.

These new suburbs in Warwick will be relatively distant from the main commercial and retail heart of the district and where the main public services are located.

DEVELOPMENT OF SOUTHERN SITES: - SOUTH OF WARWICK AND WHITNASH

I wish to object, most strongly, about the proposed plan to build 4,500 houses in the above area. Our local infrastructure simply won't be able to cope with this huge burden.

Warwick - as an historical and much visited tourist destination already suffers with far too much traffic driving through the town. The changes to the High Street seem to have exacerbated the problem and it is already unsafe for the many tourists and visitors endeavouring to walk around Warwick.

AIR POLLUTION

We already suffer from illegally high poor air quality and this problem will be compounded with the increase in traffic.

IMPACT ON LOCAL HIGHWAY NETWORK

The proposals for 'improving' the traffic flow through Warwick seem designed to channel more traffic into the conservation area rather than managing traffic away from the sensitive areas of Warwick including the Banbury Rd. and the town centre as a whole. We have one, rather fragile, bridge which crosses the Avon and however many road widening schemes are put in and proposed new traffic light junctions, all the traffic will have to get into a single lane to cross the bridge. Already the bridge is coping with too much heavy traffic such as coaches, huge delivery trucks and even farming machinery, who pay no heed to the weight restriction for the bridge.

We already suffer with a build up of traffic coming from the M40 during the 'rush hour' and worse than that is the build up of traffic along the Myton Road and up into Warwick during term-time due to the location of 3 schools along this road.

There will not be enough local employment for the 10,000 or so economically active adults living in the new area so there will be a major increase in commuting to work from the Warwick district.

There is already inadequate parking for the people working on the Technology Park and cars are littered along the verge all the way up Gallows Hill and workers from here try to leave their cars in residential areas such as Bridge End for the day.

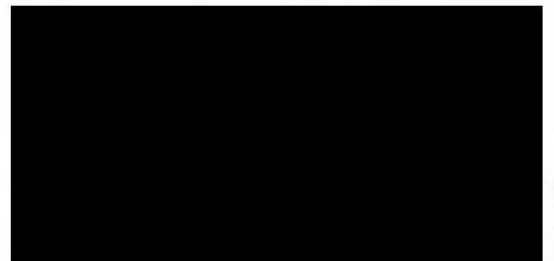
PEDESTRIANS, CYCLISTS, SCHOOL CHILDREN

Very little consideration has been given to pedestrians (witness the chaos in the High St where there is nowhere to cross safely) and the plan seems only to consider the motorist passing through Warwick

HENRY 8TH TRUST

It seems that the Henry 8th Trust has sold land for profit and not for the benefit of the lives of the people of Warwick which is their brief.

8th July 2013



WARWICK LOCAL PLAN

Whilst I appreciate that you have to meet a target for future housing, it seems extraordinary that you are planning to build so many houses in the south of Warwick, a sensitive area approaching the market town of Warwick - when very little is proposed for north Leamington which is better served with roads and will have less impact on the town. These new suburbs in Warwick will be relatively isolated from the main commercial and retail heart of the district and where the main public services are located.

DEVELOPMENT OF SOUTHERN SITES - SOUTH OF WARWICK AND WHITWASH

I wish to object most strongly about the proposed plan to build 4,500 houses in the above area. Our local infrastructure simply won't be able to cope with this huge burden. Warwick - as an historical and much visited tourist destination already suffers with far too much traffic driving through the town. The changes to the High Street seem to have exacerbated the problem and it is already unusable for the many tourists and visitors endeavouring to walk around Warwick.

AIR POLLUTION

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IMPACT ON LOCAL HIGHWAY NETWORK

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FOOTPATHS, CYCLIST, SCHOOL CHILDREN

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HENRY 8TH TRUST

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[Handwritten signature]

21 July 2013

Part B - Commenting on the Revised Development Strategy

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