

Revised Development Strategy Response Form 2013

For Official Use Only

Ref: 9719.

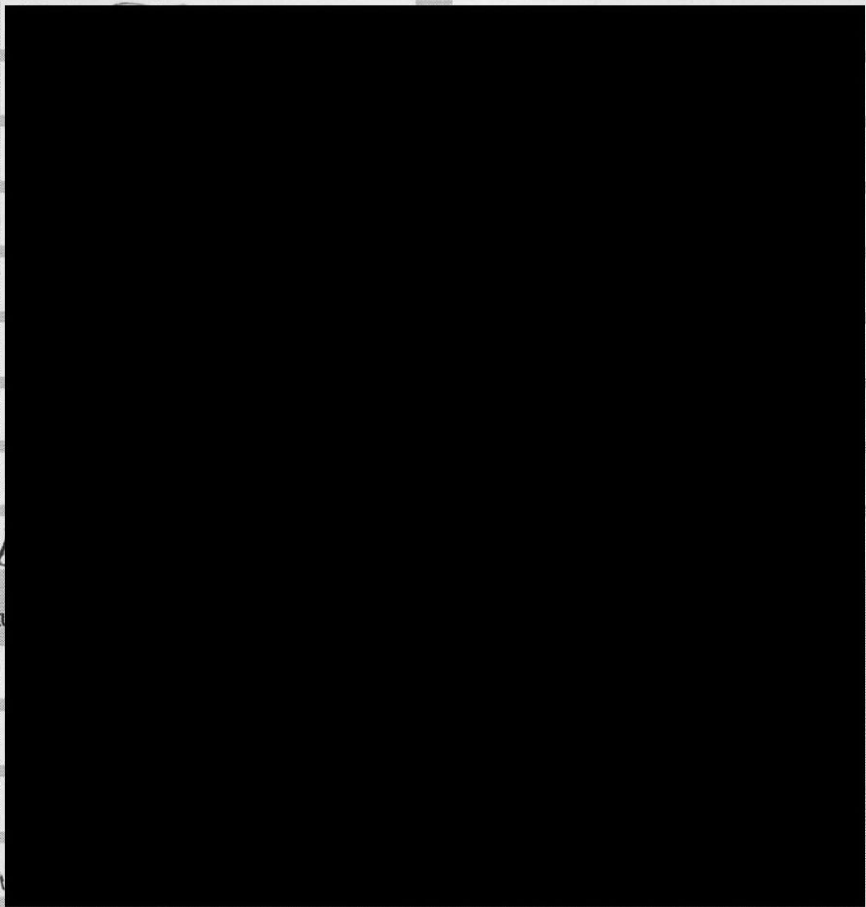
Rep. Ref.

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 | MICHELLE | |
| Last Name | BREWER | |
| Job Title (where relevant) |  | |
| 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 consultations? | | |
| About You: Gender | | |
| Ethnic Origin | | |
| Age | | |
| Where did you hear about this consultation e.g. radio, newspaper, word of mouth, exhibitions, bin hanger? | WORD OF MOUTH | |

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?

All

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).

SEE ATTACHED

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There has already been a substantial impact to the local community of the village of Barford from the dramatic increase in the volume of cars now racing through the village at peak times as a result of the increased employment in and around Warwick. These are commuters who come from outside the area and drive in via Junction 15 of the M40 and cut through the village of Barford, with the new traffic schemes in the village giving them right-of-way through the village. The impact of placing a further 4,000 cars within a mile of the village can only increase the number of cars along the already congested Barford High Street/Church Street way beyond anything that could be considered safe. This volume of cars will lead to pedestrians (most of whom are children at these peak times) being injured or killed; increased driver frustration trying to navigate through Barford and over the already weakened bridge across the Avon; navigating onto the A429 (at a junction that has already seen a fatality) and a resulting increase in road rage which will last long after they leave the village.

The 2001 UK census, Warwick had a population of 23,350, increasing a decade later to 30,114 i.e., approximately a 50% increase. A further 12,300 homes will increase the population by approximately 29,520 i.e., doubling the size of Warwick from the last census. 12,300 houses will also increase the number of cars on Warwick roads by approximately 14,760, with this number set to increase as a proportion of households.

These two facts alone (and these are facts not forecasts) says that the Roads, Hospitals, GP Surgery, Ambulance, Police, Schools, Water supply, Sewage and general infrastructure cannot possibly cope with this volume of change, without a substantial investment. Not to mention the impact on local communities of such an increase in population. Particularly as this increase is in the main as a result of people moving into Warwick (as stated by the WDC at a recent public meeting) i.e., the local need is estimated at less than half the number proposed.

It is likely that many of the new houses will be occupied by people working at Sir Peter Rigby's new Gateway scheme that the WDC planers are so keen on, in which case they will either drive over the Grade II listed bridge into and through Warwick, a bridge that is already crumbling as the 7.5 tonne weight limit is regularly ignored, or, as is most likely they will attempt to navigate their way to work and back home again over the Barford bridge and into and through Barford.

Warwickshire County Council's record in traffic management schemes is not one to have confidence in considering the mess they made of the recent 'improvements' to the High Street and Jury Street. Indeed if these plans come to fruition then many of the streets in Warwick and surrounding environs will be just be arteries to and from places of work. It has been suggested that the junctions become traffic light signal controlled. If they are anything like the new scheme that has been put in place at Princess Drive and the Recycling Centre then they will be an accident waiting to happen; this adds nothing to the traffic flow and is far too complicated.

If the Gateway scheme is to be the major employer then again it is naive on the part of the traffic planners to say there will be little impact on traffic flows. Most people will therefore be making their way to the A46 Trunk Road and either Avon Bridge or Europa Way will become very congested indeed. It is already indicated that traffic at the morning peak will be moving at less than 5mph. This means maximum pollution for very little reward.

Developers will only build houses if they can sell them. Do people want to buy them and are they affordable. However once planning permission is in place then it is very difficult to stop it; resulting in blight on the local community.

The village of Barford is already trying to come to terms with the 70 – 90 homes being discussed for the village itself. This is too much change for the village of Barford and indeed Warwick to cope with; 12,300 houses are excessive, unnecessary and totally unacceptable.