

# LOCAL PLAN

helpingshapethedistrict



## Revised Development Strategy Response Form 2013

For Official Use Only

Ref: 6092

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](http://www.warwickdc.gov.uk/newlocalplan)

### Part A - Personal Details

	1. Personal Details	2. Agent's Details (if applicable)
Title	MRS	
First Name	BEATRIX	
Last Name	LAW	
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 a...		<input type="checkbox"/> No
About You: Gender		
Ethnic Origin		
Age		<input type="checkbox"/> 35 - 44
Where did you hear about the... bin hanger?	From a note on my neighbour's wheely bin - I was never notified as I do not have a bin - only a sack.	

# 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).

I attach pages 1-3 regarding the positioning of the new development.

BEATRIX

WAW

82 BRIDGE END

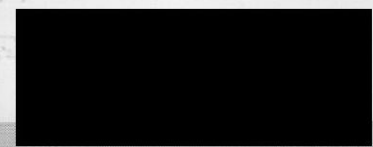
WARRICK

CASH LAD

OLIVE LANE

FRANK

HELEN



23/17/2013

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Deletion of the sites North of Leamington creates an unbalanced plan taking development away from the better serviced centre of Leamington and loading it onto Warwick to the detriment of both.

The original plan is preferred as it places growth strategically around the periphery of the urban core of the district, distributing development and traffic and spreading the load in terms of housing, services and traffic. This compares with the new plan that loads up the south of Warwick with new development, unbalancing the district with new suburbs which are relatively distant from the main commercial and retail heart of the district which is where the main public services are located. This cannot be a "good" plan.

The initial proposal required a relaxation of the green belt to the north of Leamington. This would have little impact on the gap

with Coventry and would make a good contribution to meeting the housing need in the District. This housing would have ready access to the sub regional employment site and other sub regional sources of employment.

Unlike South Warwick sites that would require journeys to work that would cross the congested hearts of Warwick and Leamington.



The District Council's report by RMA consultants states in respect of the land South of Gallows Hill and The Asps that "The largest part of the study area, is prominent in approaches to Warwick, is valuable in the setting of the town and provides the historic context to Castle Park. The recommendation remains that this area should be protected from development." The planners appear to have disregarded this advice.

What note has been taken of the importance of the Conservation Area that includes Bridge End? What measures are being taken to mitigate the impact of traffic and consequent noise and pollution on the conservation area in the light of its architectural, historic, tourism and environmental importance?

The Plan consulted on doesn't take into account the huge development by Stratford DC of 5,000 houses at Gaydon / Light-horn which will have an impact on traffic travelling through Warwick.



## Traffic Management -

The Phase 3 Transport Assessment admits to the potential for heavier loadings of traffic on these sensitive areas and states "Routes into and through the town (Warwick) are likely to suffer substantial increases in the overall level of delay" and "increased congestion and reduced speeds ..... occur within the town centre (slow moving and idling traffic being a major contributor to air pollution)." It also states that "The consequences of this increase is that areas peripheral to Warwick town centre all appear to suffer severe increases in queuing and delay" - and the pollution and environmental damage that will go with it.

The proposals for "mitigation" seem designed to channel more traffic into the conservation area rather than managing traffic away from the sensitive areas of Warwick including the Banbury Road, and the town centre as a whole.

It is noted that in several places The Phase 3 Transport Assessment makes clear the evidence for its predictions is still in question.

## Traffic Management - Page 2

The channelling of the traffic from the new development areas to the south of Warwick into Warwick town centre via Banbury Road will have a major adverse effect on the areas adjoining the Banbury Road including St. Nicholas Park, Warwick Boat Club and the town centre Conservation area as a whole.

The real bottleneck is the 18<sup>th</sup> Century Listed Castle Bridge opened in 1793 which has a 7.5 ton weight restriction and takes single lane traffic in each direction.

Traffic Management - Page 3

Phase 3 Strategic Transport Assessment

AQMA Analysis

At the present time both in Warwick and Leamington we are well over the legal limits and breaching nitrogen dioxide regulations.

- There is no provision within the Local Plan to bring the levels down and the number of houses planned in Surt of Warwick can only add to the problem.

The worsening air quality in the streets in the middle of Warwick are threatening residents' health, from children to the elderly.

The Daily Telegraph  
10.7.2013.

## Lung cancer risk from 'normal' air pollution

By Richard Gray  
Science Correspondent

SMALL increases in air pollution that are well below current safety limits can raise the risk of lung cancer and heart attacks, according to two new studies.

Researchers found that long-term exposure to microscopic particles of soot at levels similar to those found in suburban areas of Britain can increase the risk of lung cancer by up to 36 per cent.

Short-term exposure to the same levels of these sooty particles, which are produced by diesel exhausts, also increased the risk of being admitted to hospital with heart failure or dying from it by two per cent.

The particles, which are more than 100 times smaller than a human hair, can become lodged in the lungs and pass through into the blood stream, causing inflammation.

The scientists behind the two studies, from Edinburgh University and Okayama University in Japan, say their findings indicate that current safety limits on air pollution need to be lowered.

Dr Takashi Yorifuji, who led the Japanese study, said: "We might have to add air pollution, even at current concentrations, to the list of causes of lung cancer and recognise that air pollution has large effects on public health."

The studies were published in *The Lancet*.



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*I attach pages 4-6 regarding Lathic management - air pollution.*

