

27 JUN 2014

## Part A - Personal Details

Leamington

**1. Personal Details\*****2. Agent's Details** (if applicable)

\* If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in section 2.

Title

First Name

Last Name

Job Title (where relevant)

Organisation (where relevant)

Address Line 1

Address Line 2

Address Line 3

Address Line 4

Postcode

Telephone number

Email address

**3. Notification of subsequent stages of the Local Plan**

Please specify whether you wish to be notified of any of the following:

The submission of the Local Plan for independent examination

Yes yes No

Publication of the recommendations of any person appointed  
to carry out an independent examination of the Local Plan

Yes yes No

The adoption of the Local Plan.

Yes yes No

For Official Use Only

Person ID:

Rep ID:

Note - Representation Comments relating to section 4 below, are on a separate sheet of paper - attached.

## Part B - Your Representations

Please note: this section will need to be completed for each representation you make on each separate policy.

### 4. To which part of the Local Plan or Sustainability Appraisal (SA) does this representation relate?

Local Plan or SA: 5 Sustainable Communities - Transport  
Paragraph Number: TR5 Safeguarding for Transport Infrastructure  
Policy Number: 5.59.3  
Policies Map Number: 12

### 5. Do you consider the Local Plan is :

5.1 Legally Compliant?	Yes	Yes	No
5.2 Complies with the Duty to Co-operate?	Yes	<input checked="" type="checkbox"/>	No
5.3 Sound?	Yes	Yes	No

### 6. If you answered no to question 5.3, do you consider the Local Plan and/or SA unsound because it is not (please tick that apply):

Positively Prepared:

Justified:

Effective:

Consistent with National Policy:

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Rep ID:

- 7. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to cooperate, please also use this box to set out your comments.**

Continue on a separate sheet if necessary

- 8. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the test you have identified at 7. above where this relates to soundness. (Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.**

Continue on a separate sheet if necessary

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage. **After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

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Rep ID:

**9. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?**

No, I do not wish to participate at the oral examination

Yes, I wish to participate at the oral examination    yes

**10. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:**

I wish only to have the opportunity to participate in case my representation becomes a point of issue.

Continue on a separate sheet if necessary

Please note: This written representation carries the same weight and will be subject to the same scrutiny as oral representations. The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

### **11. Declaration**

I understand that all comments submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name/organisation.

Signed: Ann Kelsey



Date : Thursday 26 June 2014

Copies of all the objections and supporting representations will be made available for others to see at the Council's offices at Riverside House and online via the Council's e-consultation system. Please note that all comments on the Local Plan are in the public domain and the Council cannot accept confidential objections. The information will be held on a database and used to assist with the preparation of the new Local Plan and with consideration of planning applications in accordance with the Data Protection Act 1998.

For Official Use Only

Person ID:

Rep ID:

## Local Plan for the future development of Warwick District

### **The District Council is to be complemented on its latest version of the Local Plan.**

This plan distributes development where possible and feasible, whilst improving and utilising the best of existing infrastructure to the south of Leamington. This will maintain a thriving business community and housing to service existing and developing business opportunities.

I am relieved that Green Belt has been spared, notably north of Leamington where the existing residual Green Belt is vulnerable to being lost leaving Kenilworth Leamington & Warwick at considerable risk of merging into the 'West Midlands' conurbation and so losing their individual character and identity.

**My reference in Section 4 of the Local Plan response form**, relates to the Park-and Ride scheme, which, if surveys indicate it to be viable and feasible, will be built in Blackdown parish (**map 12**). This would be yet another large car park (plus buildings and extensive lighting)) consuming Green Belt land in an area littered with large, impervious car parks. The area does not drain well and there is a shortage of land and main drains.

This is an ill-conceived project, which will be expensive to install, maintain and service. The location is far too near to Leamington to benefit anybody other than local bus-pass holders who would save on parking in town if they chose to use it.

Commuters would still have to drive on the rush-hour congested roads to and from the car park. They would have to wait for a service bus appropriate for their destination. It would be a short but slow journey due to frequent stops. There is no incentive to break one's journey so near to its end, to face this inconvenience for which a fare will be levied.

If a park-and-ride is a necessity, and is to resolve more problems than it creates, then it should be much further out of town where access for cars, buses and lorries is from a major road via a slip road.

A park-and-ride situated in the Thickthorn development area, would service businesses local to it, Leamington Spa, Kenilworth, and Warwick University. However, the most useful area for the development would be in the vicinity of Warwick Parkway Station

where it would service all three towns, - Kenilworth, Leamington Spa and particularly Warwick which has most need of such a provision.

Please note that a large area of Green Belt is planned to be developed on land at Thickthorn (Kenilworth) further reducing the space between Kenilworth and Leamington Spa. HS2 is set to consume a vast swathe of Green Belt just north east of Blackdown and the Gateway Project, if permitted, will also consume a large acreage of Green Belt.

I fear for the final use of the open fields, converted into the proposed car and lorry park complex, when in a few years time, the project constructed and maintained at public expense, during a time of austerity, proves not to be used as intended and has little useful purpose.

I have canvassed widely and can find no enthusiasm locally. Those contacted who might be considered to be in a position to take advantage of a Park and Ride Scheme respond negatively. Please see Parish Council response to this part of the plan.

