

Part A - Personal Details

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

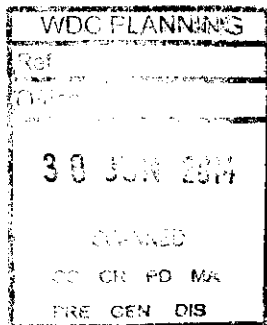
Yes No

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

Yes No

The adoption of the Local Plan.

Yes No



For Official Use Only

Person ID:

Rep ID:

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:

LOCAL PLAN

Paragraph Number:

Policy Number:

DS4 Spatial Strategy

Policies Map Number:

5. Do you consider the Local Plan is :

5.1 Legally Compliant?

Yes

No



5.2 Complies with the Duty to Co-operate?

Yes

No

5.3 Sound?

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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Person ID:

Rep ID:

Part B Your Representations

Objections to DS4 Spatial Strategy

Box 7 on Representation Form

- **Excessive provision to the south of Warwick.** During the last 13 or 14 years Warwick has undergone a large increase in population, indeed 12% since 2000, which is approximately twice the rate of increase for Warwickshire and twice the national average, and indeed three times the increase for the West Midlands. The plan is not justified because it crams so much of the new development into the already congested south part of the district. This is because of pressure from developers who wish to build in the areas which will afford them the most profit. The pressure on schools and the road system is already immense. Myton Road suffers congestion due to school traffic (there are 4 schools on it) as well as commuter traffic. The road network between Myton Road and Europa Way will not cope with the development and then the massive associated increase in school traffic. Looking towards the town centres, the road system is inadequate as it relies on restricted river crossing points to get to the middle of both Warwick and Leamington. Castle Bridge in particular and the historic centre of Warwick face potential harm by greatly increased traffic flow.
- The plan is not justified because it is creating more car-dependent suburbs. Warwick Gates is one of the large recent developments in the south of the district. Stagecoach bus companies says that the bus services around the Warwick Gates area would be unprofitable so the new development would create thousands more car journeys each day.
- The plan is unsound because it will contribute to the already illegal air quality in central Warwick. I walk my children to school along congested Myton Road and into central Warwick and I am horrified by the discovery that the entirety of Warwick town centre road network is in breach of Nitrogen Dioxide levels. This problem has been in existence long before the Preferred Options were set out (Warwick District Air Quality Action Plan 2008), and remains in breach of these regulations today. I object to the increased public health risk which adding more cars to the centre of Warwick at peak times will certainly contribute to. Slightly outside the centre of Warwick, anyone who lives in Warwick knows how congested Myton Road is for 1.5 hours at the start of each day and again from 3.30pm until about 6pm at the end of each day. I walk past stationary vehicles and noxious fumes as I walk my children to and from school. In 2013 Dr Linane recommended to WDC that they carry out a Health Impact Assessment and WDC have ignored the request.

Box 8 Modifications DSK

- There needs to be a better and more balanced spread of new housing allocations included in the Plan through an alternative approach to locational distribution of housing in order to avoid some 52% (or 3245) of the 'new' sites (6188) being located South of Warwick town, by:
 1. Increased provision on the northern side of the main settlements, i.e., on the Birmingham and Coventry sides, where a significant proportion of the car borne workers travel daily, and especially the northern side of Warwick town.
 2. Such locations should include: Budbrooke which is close to the park nad Ride facility and the A46 corridor; Hatton, with similar advantages; and areas adjoining Coventry (airport and Gateway, where very large scale employment proposals of a regional scale are becoming available.

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:

LOCAL PLAN

Paragraph Number:

Policy Number:

DS10 Broad Allocation of Allocated sites for housing

Policies Map Number:

5. Do you consider the Local Plan is :

5.1 Legally Compliant?

Yes

No



5.2 Complies with the Duty to Co-operate?

Yes

No

5.3 Sound?

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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Person ID:

Rep ID:

Part B Your Representations

Box 7 on the form

Objections to DS10 Broad Location of Allocated sites for housing

- **Excessive provision to the south of Warwick** .The New Local Plan, possibly after emotive pressure from North Leamington protestors about green belt, disregards green belt yet does not pursue with sufficient vigour brownfield sites. Obviously, brown field sites are preferable yet appropriate greenbelt would be a far better option to distribute the development, rather than inappropriate green field sites. The area of restraint between Myton Road and Europa Way is a case in point. It is high grade agricultural land, full of wildlife and ancient trees and hedgerows, and should not be handed over to developers who prefer it to brownfield alternatives.
- During the last 13 or 14 years Warwick has undergone a large increase in population, indeed 12% since 2000, which is approximately twice the rate of increase for Warwickshire and twice the national average, and indeed three times the increase for the West Midlands. The plan is not justified because it crams so much of the new development into the already congested south part of the district. This is because of pressure from developers who wish to build in the areas which will afford them the most profit. The pressure on schools and the road system is already immense. Myton Road suffers congestion due to school traffic (there are 4 schools on it) as well as commuter traffic. The road network between Myton Road and Europa Way will not cope with the development and then the massive associated increase in school traffic. Looking towards the town centres, the road system is inadequate as it relies on restricted river crossing points to get to the middle of both Warwick and Leamington. Castle Bridge in particular and the historic centre of Warwick face potential harm by greatly increased traffic flow.
- The plan is not justified because it is creating more car-dependent suburbs. Warwick Gates is one of the large recent developments in the south of the district. Stagecoach bus companies says that the bus services around the Warwick Gates area would be unprofitable so the new development would create thousands more car journeys each day.
- The plan is unsound because it will contribute to the already illegal air quality in central Warwick. I walk my children to school along congested Myton Road and into central Warwick and I am horrified by the discovery that the entirety of Warwick town centre road network is in breach of Nitrogen Dioxide levels. This problem has been in existence long before the Preferred Options were set out (Warwick District Air Quality Action Plan 2008),

and remains in breach of these regulations today. I object to the increased public health risk which adding more cars to the centre of Warwick at peak times will certainly contribute to. Slightly outside the centre of Warwick, anyone who lives in Warwick knows how congested Myton Road is for 1.5 hours at the start of each day and again from 3.30pm until about 6pm at the end of each day. I walk past stationary vehicles and noxious fumes as I walk my children to and from school. In 2013 Dr Linane recommended to WDC that they carry out a Health Impact Assessment and WDC have ignored the request.

Box 8 Modifications DS10

- There needs to be a better and more balanced spread of new housing allocations included in the Plan through an alternative approach to locational distribution of housing in order to avoid some 52% (or 3245) of the 'new' sites (6188) being located South of Warwick town, by:
 1. Increased provision on the northern side of the main settlements, i.e., on the Birmingham and Coventry sides, where a significant proportion of the car borne workers travel daily, and especially the northern side of Warwick town.
 2. Such locations should include: Budbrooke which is close to the park nad Ride facility and the A46 corridor; Hatton, with similar advantages; and areas adjoining Coventry (airport and Gateway,) where very large scale employment proposals of a regional scale are becoming available.

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:

Local Plan

Paragraph Number:

Policy Number:

DS11 Allocated Housing Sites

Policies Map Number:

5. Do you consider the Local Plan is :

5.1 Legally Compliant?

Yes

No

5.2 Complies with the Duty to Co-operate?

Yes

No

5.3 Sound?

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:

Part B Your Representations

Box 7 on the form

Objections to DS11 Allocated Housing Sites

- **Excessive provision to the south of Warwick** .The New Local Plan, possibly after emotive pressure from North Leamington protestors about green belt, disregards green belt yet does not pursue with sufficient vigour brownfield sites. Obviously, brown field sites are preferable yet appropriate greenbelt would be a far better option to distribute the development, rather than inappropriate green field sites. The area of restraint between Myton Road and Europa Way is a case in point. It is high grade agricultural land, full of wildlife and ancient trees and hedgerows, and should not be handed over to developers who prefer it to brownfield alternatives.
- During the last 13 or 14 years Warwick has undergone a large increase in population, indeed 12% since 2000, which is approximately twice the rate of increase for Warwickshire and twice the national average, and indeed three times the increase for the West Midlands. The plan is not justified because it crams so much of the new development into the already congested south part of the district. This is because of pressure from developers who wish to build in the areas which will afford them the most profit. The pressure on schools and the road system is already immense. Myton Road suffers congestion due to school traffic (there are 4 schools on it) as well as commuter traffic. The road network between Myton Road and Europa Way will not cope with the development and then the massive associated increase in school traffic. Looking towards the town centres, the road system is inadequate as it relies on restricted river crossing points to get to the middle of both Warwick and Leamington. Castle Bridge in particular and the historic centre of Warwick face potential harm by greatly increased traffic flow.
- The plan is not justified because it is creating more car dependent suburbs. Warwick Gates is one of the large recent developments in the south of the district. Stagecoach bus companies says that the bus services around the Warwick Gates area would be unprofitable so the new development would create thousands more car journeys each day.
- The plan is unsound because it will contribute to the already illegal air quality in central Warwick. I walk my children to school along congested Myton Road and into central Warwick and I am horrified by the discovery that the entirety of Warwick town centre road network is in breach of Nitrogen Dioxide levels. This problem has been in existence long before the preferred Options were set out (Warwick District Air Quality Action Plan 2008),

and remains in breach of these regulations today. I object to the increased public health risk which adding more cars to the centre of Warwick at peak times will certainly contribute to. Slightly outside the centre of Warwick, anyone who lives in Warwick knows how congested Myton Road is for 1.5 hours at the start of each day and again from 3.30pm until about 6pm at the end of each day. I walk past stationary vehicles and noxious fumes as I walk my children to and from school. In 2013 Dr Linane recommended to WDC that they carry out a Health Impact Assessment and WDC have ignored the request.

Box 8 Modifications DS11

- There needs to be a better and more balanced spread of new housing allocations included in the Plan through an alternative approach to locational distribution of housing in order to avoid some 52% (or 3245) of the 'new' sites (6188) being located South of Warwick town, by:
 1. Increased provision on the northern side of the main settlements, i.e., on the Birmingham and Coventry sides, where a significant proportion of the car borne workers travel daily, and especially the northern side of Warwick town.
 2. Such locations should include: Budbrooke which is close to the park nad Ride facility and the A46 corridor; Hatton, with similar advantages; and areas adjoining Coventry (airport and Gateway,) where very large scale employment proposals of a regional scale are becoming available.

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: Local Plan
Paragraph Number:
Policy Number: DS12 Education Provision
Policies Map Number:

5. Do you consider the Local Plan is :

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

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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Person ID:

Rep ID:

DS12

Education Proposals at Myton

Without prejudice to my objections to DS4, 10 and 11, I would support in principle the education proposals at Myton, but only if there is no access, pedestrian or vehicle through Myton Crescent and the Malins. If there is pedestrian access, the congestion on Myton Crescent due to Myton School traffic dropping children off, would be exacerbated.

I attach a photograph of school traffic in Myton Crescent, through which an emergency vehicle would be unable to get through.

DS12 continued.

BUT, require clarification of "other compatible uses" in HS5; and the proposals should be subject to precise definition of the site boundaries of each element of education provision; and the location and details of all vehicular and pedestrian access points should be defined.



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.

I attach 4 separate sheets referring
to DS4 DS10 DS11 DS12

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.

See attached for DS4 DS10
DS11.

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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Person ID:

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 ✓

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

HAVING OBJECTED TO VARIOUS DEVELOPMENT PROPOSALS ON PAPER OVER THE LAST 5 YEARS, THE COMPLEXITY OF THIS PARTICULAR FORM TYPIFIES THE WAY IN WHICH THE PLANNERS AND DEVELOPERS HOLD ALL THE CARDS AND WE RESIDENTS STRUGGLE TO UNDERSTAND HOW TO STAND UP AGAINST UNSOUND AND NOT JUSTIFIED DEVELOPMENT. IN ~~THE~~ APRIL, COUNCILLORS VOTING FOR THE L.P. SAID THAT BECAUSE ONLY 10% OF THE POPULATION OBJECTED, THAT MEANT 90% SUPPORTED IT. THIS MAKES NO SENSE. PTO

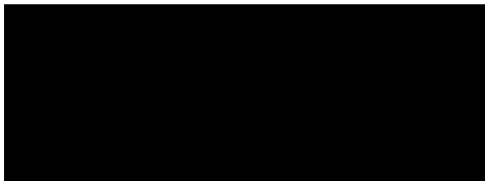
Continue on a separate sheet if necessary

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:



Date :

26.6.14

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.

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- a) 10% SEEMS A LARGE FIGURE WHEN YOU CONSIDER THE TIME IT TAKES TO OBJECT AND THE COMPLEXITY OF THE PROCESSES.
- b) THE PUBLIC NOT OBJECTING DOES NOT MAKE IT GOOD PLANNING! IT IS LAZY ~~BE~~ TO EXTRAPOLATE THUS.