

LOCAL PLAN

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G+T

Revised Development Strategy

Response Form 2013

WDC PLANNING
Ref
Officer
23 JUL 2013
SCANNED
CC CR PD MA
PRE GEN DIS



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Ref: 22
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		
First Name	Linda	
Last Name	Ridgley	
Job Title (where relevant)	tion Sec.	
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 further information?		<input type="checkbox"/> No
About You: Gender		
Ethnic Origin		
Age		<input type="checkbox"/> 35 - 44
Where did you hear about this consultation? (tick all that apply)		
	EVERYWHERE	

WDC PLANNING
 Ref: [blank]
 Officer: [blank]
 23 JUL 2013
 SCANNED
 CC OR FD WA
 THE GEN [blank]
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LOCAL PLAN

helping the district

Revised Development Strategy

Response Form 2013

447

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			
First Name	Wanda		
Last Name	Widdowson		
Job Title (where relevant)	Home Care		
Organisation (where relevant)	The Home Care		
Address Line 1	The Farm		
Address Line 2	Widdowson		
Address Line 3	Widdowson		
Address Line 4			
Postcode	CV35 9JQ		
Telephone number			
Email address			
Would you like to be made aware of future consultations on the new local plan?	Yes	No	
About Your Gender	FEMALE		
Ethnic Origin	WHITE BRITISH		
Age	45 - 54	25 - 34	15 - 24
	55+	35 - 44	25 - 34
Where did you read about this consultation e.g. radio, newspaper, word of mouth, exhibition, sign holders?	EVERYWHERE		

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?	GYPSEY SITES
Paragraph number / heading / Subheading (if relevant)	SITE GT103
Map (e.g. Proposed Development Sites - District Wide)	BARNWELL FARM
What is the nature of your representation?	<input type="checkbox"/> Support <input checked="" type="checkbox"/> 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).	

Site GT03 – Barnwell Farm OBJECT

Convenient access to a GP surgery, school and public transport;

We know that in the last few years Harbury School and Surgery have been under severe pressure.

Avoiding areas with a high risk of flooding

This area floods badly. Harbury Lane has at times been impassable. The land is often under water for several days after periods of heavy rain and not just in exceptional weather. It is within the Environment Agency's Flood Zone. The Agency must be consulted about this risk and how this risk would be increased by development. Any "hard" landscaping or development of roads, buildings, etc necessary for a Travellers' Site would serve to increase run-off.

Safe access to the road network and provision for parking, turning and servicing on site;

The Bendigo Mitchell Crossroads are an acknowledged accident blackspot particularly for turning traffic. This problem is exacerbated by the numbers of workers travelling to and from Jaguar/Landrover at peak periods. The congestion causes long tail-backs for vehicles trying to cross or access the Fosse. The Peak Period starts about 7.15am and continues until 9.30am and again between 3pm and 6pm. At all times it is very difficult for even private cars to get across the junction and much worse at peak periods. Long vehicles and trailers turning here would present a very real danger at any time. The District Council must take into account the County's traffic figures and accident statistics relating to this junction and the effect or otherwise of the County's past attempts to make the crossroads safer. There must be a properly conducted traffic survey and safety audit of this junction in its present form and a full traffic study of sites GT03 and GT04 to demonstrate the effects of the vehicle movements generated from these sites on the background traffic, taking into account future traffic growth on the high speed route – The Fosse, and the designated Lorry Route – Harbury Lane. Should either site GT03 or GT04 be considered for a Travellers' site then we believe that extensive remodeling of the junction to provide a roundabout would be necessary

Avoiding areas where there could be an adverse impact on important, features of the natural and historic environment;

Development of either Site GT03 and/or Site GT04 would have an adverse impact on the views from Chesterton Windmill – an historic feature in the Warwickshire Landscape as lauded and acknowledged by the Europa Nostra Award given for its restoration. Chesterton Windmill is a building of local, national and international importance and its setting should not be challenged or damaged by development. It is an important tourist attraction much loved and photographed (see Google Images!). But the windmill is only part of the historic landscape that could be compromised by development. Research by David Adams on the Roman occupation of the Chesterton Valley has shown that settlement extended beyond the present village of Chesterton, over Windmill Hill and beyond the Camp on the Fosse. There are thought to be Roman and possibly earlier remains on the western side of the Fosse and these would need to be investigated and excavated properly before any further development were sanctioned.

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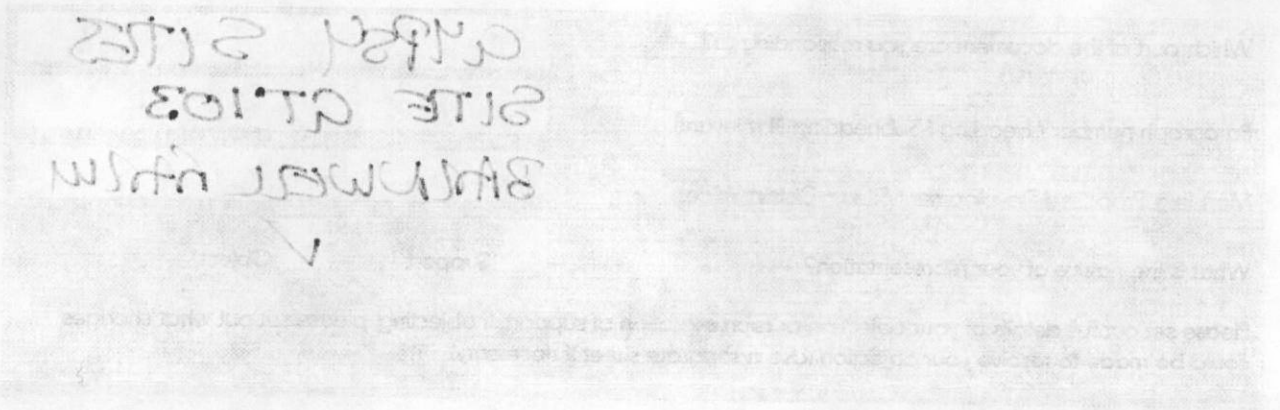
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Resp. Ref:

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 page.

Sheet _____ of _____



Site GT03 - Barnwell Farm OBJECT

Convenient access to a GP surgery, school and public transport;

We know that in the last few years Harbury School and Surgery have been under severe pressure.

Avoiding areas with a high risk of flooding

This area floods badly. Harbury Lane has at times been impassable. The land is often under water for several days after periods of heavy rain and not just in exceptional weather. It is within the Environment Agency's Flood Zone. The Agency must be consulted about this risk and how this risk would be increased by development. Any "hard" landscaping or development of roads, buildings etc necessary for a Travellex site would serve to increase run-off.

Safe access to the road network and provision for parking, turning and servicing on site;

The Benjigo Mitchell Crossroads are an acknowledged accident blackspot particularly for turning traffic. This problem is exacerbated by the numbers of workers travelling to and from Jaguar, and other at peak periods. The congestion causes long tail-backs for vehicles trying to cross or access the junction. The Farm Road starts about 7.15am and continues until 9.30am and again between 4pm and 6pm. At all times it is very difficult for even private cars to get across the junction and much worse at peak periods. Long vehicles and trailers waiting here would present a very real danger at any time. The District Council must take into account the County's traffic history and accident statistics relating to this junction and the effect or otherwise of the County's past attempts to make the crossroads safer. There must be a properly conducted traffic survey and safety audit of this junction in its present form and a full traffic study of sites GT02 and GT04 to demonstrate the effects of the vehicle movements generated from these sites on the background traffic taking into account future traffic growth on the high speed route - The Fosse, and the designated Ferry Road - Harbury Lane. Should either site GT02 or GT04 be considered for a Travellex site then we believe that extensive remodeling of the junction to provide a roundabout would be necessary.

Avoiding areas where there could be an adverse impact on important features of the natural and historic environment;

Development of either Site GT02 and/or Site GT04 would have an adverse impact on the views from Chesterton Windmill - an historic feature in the Warwickshire Landscape as listed and acknowledged by the Europe Nostis Award given for its restoration. Chesterton Windmill is a building of local, national and international importance and its setting should not be changed or damaged by development. It is an important landscape feature and should be protected (see Google images). But the windmill is only part of the historic landscape that could be compromised by development. Research by David Adams on the Roman occupation of the Chesterton Valley has shown that settlement extended beyond the present village of Chesterton. West Windmill Hill was beyond the Camp on the Fosse. There are thought to be Roman and possibly earlier remains on the western side of the Fosse and these would need to be investigated and excavated properly before any further development were sanctioned.

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Part B - Commenting on the Revised Development Strategy

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Sheet of

Which part of the document are you responding to?	GYPSEY SITES
Paragraph number / Heading / Subheading (if relevant)	SITE GT04
Map (e.g. Proposed Development Sites - District Wide)	HARBURY LANE FOSSEWAY
What is the nature of your representation?	<input type="checkbox"/> Support <input checked="" type="checkbox"/> 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).	

Site GT04 – Land at Harbury Lane, Fosse Way OBJECT

Convenient access to a GP surgery, school and public transport;

We know that in the last few years Harbury School and Surgery have been under severe pressure.

Avoiding areas with a high risk of flooding

This area floods badly. Harbury Lane has at times been impassable. The land is often under water for several days after periods of heavy rain and not just in exceptional weather. It is within the Environment Agency's Flood Zone. The Agency must be consulted about this risk and how this risk would be increased by development. Any "hard" landscaping or development of roads, buildings, etc necessary for a Travellers' Site would serve to increase run-off.

Safe access to the road network and provision for parking, turning and servicing on site;

The Bendigo Mitchell Crossroads are an acknowledged accident blackspot particularly for turning traffic. This problem is exacerbated by the numbers of workers travelling to and from Jaguar/Landrover at peak periods. The congestion causes long tail-backs for vehicles trying to cross or access the Fosse. The Peak Period starts about 7.15am and continues until 9.30am and again between 3pm and 6pm. At all times it is very difficult for even private cars to get across the junction and much worse at peak periods. Long vehicles and trailers turning here would present a very real danger at any time. The District Council must take into account the County's traffic figures and accident statistics relating to this junction and the effect or otherwise of the County's past attempts to make the crossroads safer. There must be a properly conducted traffic survey and safety audit of this junction in its present form and a full traffic study of sites GT03 and GT04 to demonstrate the effects of the vehicle movements generated from these sites on the background traffic, taking into account future traffic growth on the high speed route – The Fosse, and the designated Lorry Route – Harbury Lane. Should either site GT03 or GT04 be considered for a Travellers' site then we believe that extensive remodeling of the junction to provide a roundabout would be necessary

Avoiding areas where there could be an adverse impact on important, features of the natural and historic environment;

Development of either Site GT03 and/or Site GT04 would have an adverse impact on the views from Chesterton Windmill – an historic feature in the Warwickshire Landscape as lauded and acknowledged by the Europa Nostra Award given for its restoration. Chesterton Windmill is a building of local, national and international importance and its setting should not be challenged or damaged by development. It is an important tourist attraction much loved and photographed (see Google Images!). But the windmill is only part of the historic landscape that could be compromised by development. Research by David Adams on the Roman occupation of the Chesterton Valley has shown that settlement extended beyond the present village of Chesterton, over Windmill Hill and beyond the Camp on the Fosse. There are thought to be Roman and possibly earlier remains on the western side of the Fosse and these would need to be investigated and excavated properly before any further development were sanctioned.

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