

Revised Development Strategy Response Form 2013

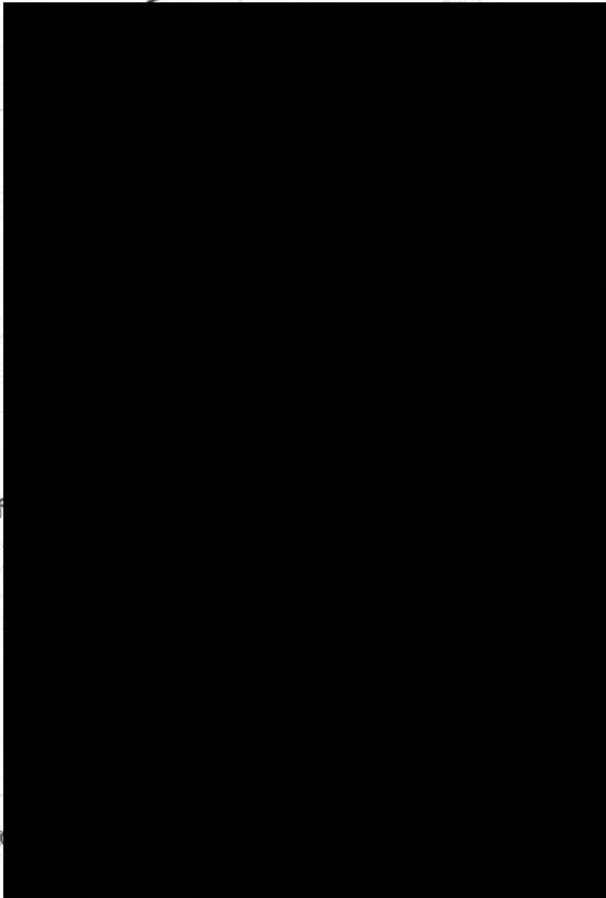
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Ref:	9662
Rep. Ref.	

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	MR.	
First Name	TREVOR	
Last Name	MCCANN	
Job Title (where relevant)	RETIRED	
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 developments?		Yes <input type="checkbox"/> No <input type="checkbox"/>
About You: Gender		
Ethnic Origin		
Age		4 <input type="checkbox"/> 35 - 44 <input type="checkbox"/>
Where did you hear about this consultation?	word of mouth.	bin hanger?

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).

Quote from Plan

the strategy seeks to "care for our cultural and natural heritage" and "protection of areas of special significance"

Objection

The Queen Bridge is ignored

St Johns and Castle Hill spoilt by more traffic signals. St Nicks would become an urban clearway

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Quote from Plan
Distributing development across
the district.

Objection

Not correct. proposed development
concentrates south of Warwick and
Leamington

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*Quote
meeting housing needs*

*Objection
Not adequately justified*

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} 3.6

Quote

Infrastructure .. "Developing an effective and sustainable transport package"

Objection

No attention paid to resolving air quality problems.

Transport package is unsustainable and illegal

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Quote

Health and wellbeing
Sustainability

Objection

Sustainable development
development implies meeting
current needs. This it does not do.

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Sheet 6 of 11

Which part of the document are you responding to?

Paragraph number / Heading / Subheading (if relevant)

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What is the nature of your representation?

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Plan Para

Quote from Plan

Objection

4.3.10	<p>“The (modelling) showed that.. additional traffic..could reasonably be mitigated.. (thus) exceptional circumstances for releasing green belt for development on traffic grounds could not be justified.”</p>	<p>The current levels of traffic cause severe congestion especially at peak times, resulting in air quality problems. The County Council policy, endorsed by the District Council through the Traffic Forum, agreed at the Area Committee in January 2008 is to REDUCE the volume of traffic in Warwick. The idea that additional traffic can be tolerated and “mitigated” is contrary to this existing policy agreed by both Councils. Traffic volumes MUST be reduced. The Plan fails.</p>
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Sheet 7 of 11

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Paragraph number / Heading / Subheading (if relevant)

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What is the nature of your representation?

Support

Object

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*Plan
Para*

Quote from Plan

Objection

5.1.29	<p>"Studies have shown that the scale of development proposed in this area can be accommodated on the transport network subject to appropriate mitigation measures being brought forward"</p>	<p>The studies show no such thing. They show that the measures may reduce the traffic burden to less intolerable levels, but will still result in a deterioration of air quality. The mitigating measures may actually make matters worse at off-peak periods by causing traffic to stop unnecessarily at traffic signals, eg as at the new signals at the Toll House on the Banbury Road.</p>
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<i>Plan Para</i>	<i>Quote from Plan</i>	<i>Objection</i>
5.6.1	"...a range of transport mitigation measures ..have been costed and prioritised. These will be delivered..."	Patently untrue. The Strategic Transport Assessment Phase 3 states (Para 8.1.2) "It should be acknowledged that the (mitigation) schemes proposed within the modelling, at this stage, have not been tested to a sufficient level of detail to determine that they are the optimum solution, rather it is intended that the principle of what has been proposed should be implemented, in some for(m), alongside he proposed allocation strategy."

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Sheet 9 of 11

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*Plan
Para*

Quote from Plan

Objection

5.6.3	“It is critical that sustainable transport improvements form part of the mitigation package to.....contribute towards the delivery of sustainable development;..”	The proposed ban on the right turn from Smith Street into St Nicholas Church Street is unsustainable as it will have an immediate adverse effect on the viability of Smith Street as a key shopping street. Shoppers with cars, the traders themselves and their suppliers will be unable to access St Nicholas Church St en route for the Banbury Road southwards, or back into the town centre.
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Plan Data

Quote from Plan

Objection

5.6.5	Phase 3 Strategic Transport Assessment (STA)	The STA Para 8.1.2 states (in relation to the mitigation proposals) "The primary function of these proposed works is to maintain the flow of traffic southbound from the A429 Coventry road, down St Nicholas Church Street and southwards along the Banbury Road". This approach encourages and generates the very through traffic which is the bane of Warwick town centre and the antithesis of the agreed policy of both Councils.
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Plan Para

Quote from Plan

Objection

<i>Plan Para</i>	<i>Quote from Plan</i>	<i>Objection</i>
Mitigation schemes	No 11 - Myton Road No 12 - Priory Road, Smith St, St Nicholas Church St No 13 - Castle Hill	No evidence presented that pedestrian stages have been included in the signal cycle, and that this has been allowed for in the modelling. Difficulties for pedestrians to cross 3 sets of traffic lights at the bottom of Smith St. Users of St Nics Church unable to exit left on to the Banbury road or up into town. Neither the existing Pelican crossings in Myton Road and on the Banbury Road nor a potential new pedestrian crossing at the junction of St Nicholas Church St and Castle Hill, agreed in principle by the WCC in 2010, has been addressed.

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