



THE WARWICK SOCIETY NEWSLETTER September 2016

YOUR NEXT MEETINGS

At the Lord Leycester Hospital 19.30 hrs. Refreshments will be available, and your friends are always welcome.

Tuesday 13th. September

Lieutenant Colonel (Rtd.) John Rice,
a Trustee at the Fusiliers' Museum
The Royal Warwickshire Regiment
and its Successors

Tuesday 11th. October

Mr. Tim Clark

Warwick's Industrial Revolution
Messrs. Parkes, Brookhouse and
Crompton: who they were and how they
came to establish a worsted factory in
Warwick in the late 1700s, which at its
peak employed some 500 people.

FURTHER AHEAD

Tuesday 8th. November

The Dark Side of Victorian Warwick

Friday 2nd December^d.

The Annual Christmas Supper

AND ELSEWHERE

Sunday 18th. September

Capability Brown's landscape at Packington Park
will be open 14.00-18.00. Plus Teas in the
Pompeian room and Organ Recital in the Church,.

For details, including prices, please email
info@warwickshiregardenstrust.org.uk

What next for Warwick's Museums?



The Market Hall Museum in the Square
has now received funding of £1million.
It is being extensively improved, and is
planned to open in February 2017 as
The County Museum, with WCC
pledged to keep it open as a Museum
for 20 years



But what will happen to the Museum at
St. John's House? A very fine Grade 1
listed building. The County Council
may seek to close it. A consultation has
now started. Do take the time to make
make your views known.

The Page for Individual Views

We live in Interesting Times

At the end of September, examination of the draft Warwick District Local Plan will be resumed in detail, at a series of meetings in the Leamington Town Hall, which are scheduled to last nine weeks. This exhaustive (exhausting?) procedure and the resulting inspector's report will perhaps be the final chapters in setting a blueprint for some 17,000 new dwellings over the plan period (2011 - 2029).

In recent years as the cost of buying a house has risen very much faster than the growth in wages, so more and more people are now renting properties, the biggest increase being in rents paid to private landlords. For many years now the construction of new homes has not increased in line with increase in the rate of new households being created. Both nationally and locally, planning consents are being granted but not actually being built. The large building companies identify this in their annual reports as their (!) 'Landbank'. Chase Meadow is a classic example of what is happening locally. Nearly 15 years after being given permission to build some 1200 houses, they have still not built them all. Perhaps the new government will be brave enough to tackle this problem of planning consents being granted, but not actually built. Is it time to put time limits on Planning Permissions?

Richard Ashworth in the Leamington Society Newsletter

Warwick Town Centre Traffic proposals- Not Good Enough

I welcome the ideas and concepts behind the proposals in the Consultation document but nearly everyone I have spoken to, who has given thought to the proposals, has considerable doubts as to whether the scheme would work at all as outlined.

The proposal for a 20 mph speed limit in the town is welcome, if somewhat late in arriving, Stratford and Rugby have had 20 mph schemes for many years now. My concern is that the 20 limits, which will enable the removal of many street signs and do away with 'double yellow lines', will cover too small an area of the town and in my view should be considerably expanded.

The concept of 'One Way' streets has serious drawbacks in a town centre. Cars flowing continuously in a One Way system means pedestrians can only cross the road in designated places after waiting for traffic lights.

The proposals for improvements for pedestrians at Northgate seem contrary to the concept that people walking, especially with prams, the elderly etc., prefer to cross one lane of traffic at a time, with a refuge in the centre.

Antony Butcher

The Society has submitted a much more comprehensive and detailed criticism of these proposals, so that the WCC road engineers are no doubt as to the flaws in their plans as we see them