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Sent: 14 January 2019 09:00
To: Planning Policy
Subject: Consultation on the Warwick District Council's Draft Development Brief for Land East of Kenilworth

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Comments for the consultation on the Warwick District Council's Draft Development Brief for Land East of Kenilworth

Most of the things with which I take issue have already been covered by the KATG submission. However there are some points I want to emphasise and one omission I'd like to see corrected.

Inconsistency p162-163:

Suitable phasing of the implementation of public transport, cycling and pedestrian routes to encourage residents and employees to adopt sustainable modes of travel soon after occupation is essential. The phrase 'soon after' is open to wide interpretation. I've heard of this delay being more than a decade elsewhere in the District. New residents need to find sustainable modes of travel available and attractive from the time they move in. A couple of paragraphs lower down the same page it says: "ensure that residents experience a satisfactory living environment with necessary services from the outset" which is how it should be.

Page 162 lists a number of road improvements which are required before certain parcels of land are developed. Yet no mention is made of the cycle infrastructure which is to be prioritised and hence at least as important.

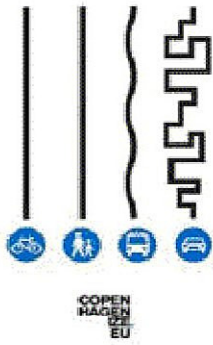
The following page lists trigger points and once again these are only car-related, even though the cycle infrastructure is just as vital and needs to be there from the outset. Cycling infrastructure should be included in the trigger conditions.

'Indicative' but of what?

There are numerous maps, plans and other illustrations in the Brief which are described as 'Indicative'. However rarely does the text or caption give any guidance as to what they are indicative of, and, just as important, what they are not indicative of.

For example the new housing areas are shown with straight criss-crossed streets with long sight lines which are known to encourage speeding. Yet piecing together information from elsewhere in the text and other relevant planning documents, the new residential areas are to be designed for 20mph with permeability across areas for cycles and pedestrians so that the roads can be social spaces. This would surely be best achieved with curves and cul-de-sacs so why employ illustrations which give a conflicting impression? How can conflicting imagery possibly result in good communication with developers?

Yet, helpful, effective communicative imagery has been developed elsewhere as the simple stylised graphic: 'Traffic Planning for Liveable Cities', from Copenhagen is currently absent.



If I can draw your attention to an article published 4th January on the BBC news website (<https://www.bbc.co.uk/news/uk-46755140>) you will note that the Department of Transport said its own guidance "is crystal clear that street design should explicitly consider pedestrians and cyclists first". This is the approach which needs to be evident throughout the Brief and one which is vital to achieving the intended modal shift in transportation.

Boundary treatments p.131

Impenetrable garden boundaries are believed to be a major factor in the decimation of the UK hedgehog population and would not be compatible with the protection or improvement of current biodiversity. The Brief should include the stipulation that 'all garden boundary treatments should be hedgehog-friendly'.

Jan Burnell

