

## Aspia Jannat

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**From:** JOHN LYONS <[REDACTED]>  
**Sent:** 13 January 2019 18:58  
**To:** Planning Policy  
**Cc:** David Butcher; Elizabeth Lyons; Dave Shilton  
**Subject:** Public Consultation - Land East of Kenilworth

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

We are writing as residents of Denewood Way, currently one of a number of quiet cul-de-sacs situated off Glasshouse Lane on the edge of the Green Belt. We appreciate that the District Council has to implement government housing targets but we have a number of concerns about the East Kenilworth development and how it might affect us. These are summarised below and we trust that the Council will consider them and take into account the potential effects on us and our neighbours:

Firstly, the new school(s) will be in the area marked ED2, opposite where we live. We have seen what we understood to be preliminary sketches of how the school will sit on the site but we have not seen any formal plan of the exact position or the design or layout. We hope that the location and design will be as sympathetic as possible with the existing housing, including the retention and possible extension of green screening along Glasshouse Lane and the siting of the main school building well back on the site.

We are aware of current traffic problems in and around Leyes Lane due to on-street parking and the use of nearby shops and cul-de-sacs as dropping-off and collection points, four times a day. We trust that the school will be built with sufficient parking on site and easy arrangements for dropping-off and collecting children, so that drivers are not attracted to look for alternatives. We are not happy at the prospect of the current parking problems being shifted in our direction and having daily conflict with school users cluttering our cul-de-sac and inhibiting our movements.

Although the ED2 zone has been shown as the site for the new school, we have read comments that there might be more land than needed and therefore part of this zone (the top part bordering Glasshouse lane and Crewe Lane) was not allocated for any specific use. We now read that it could be used for additional housing. Given that the Council's additional building quota is covered in the other zones, we object to this and question whether it is desirable or legal to increase the land allocation for housing when this is not necessary and would be an intrusion into what will remain of the Green Belt.

We assume that other measures such as traffic calming and reduced speed limits might be proposed for Glasshouse Lane, including 20 mph limits. We are concerned that any such measures should be sensible and commensurate with need rather than blunt measures that have little relevance to any speeding problems or attendance patterns - such as restrictions for 24 hours a day and 7 days a week.

We note that the plan for new roads has been changed and that rather than build a spinal road through the new development it is now proposed to direct much of the new traffic along Glasshouse Lane between Crewe Lane and Rocky Lane – we have seen a figure of 6000 extra journeys a day. This seems entirely inappropriate and will surely create conflict between domestic and school traffic.

Our final point is that there may well be chaos and disruption whilst the building work is being carried out. This will be compounded by potential disruption caused by the construction of HS2. The housing, school and HS2 developments need to be coordinated to minimise disruption and inconvenience.

John and Elizabeth Lyons



Please acknowledge