

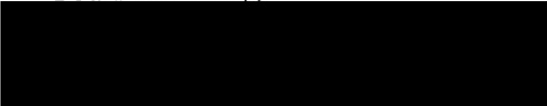
impact on traffic congestion and the environment.

The proposals are completely unacceptable and we urge the council to delete this proposal.

2. The draft Plan recommends that Crewe Lane between spine road and golf club is retained as an informal access road. We have concerns as to what this will mean for the club and how it would be achieved. However in the light of our very strong objections to Development Principle 3E, we would expect this policy to change.
3. We strongly object to the proposals to change the priority route on Crewe Lane at the development access as shown on figure 27. We consider this layout to be fatally flawed as it is inherently dangerous to access the development via a sharp bend. We urge Warwick DC and the Highway Authority to revert to a priority junction off Crewe Lane with the major route being Crewe Lane.
4. Figure 30 appears to show the proposed spine road joining Crewe Lane at the point of the existing access lane to Crewe Gardens. This would be undesirable from our perspective and we would wish to discuss with the highway authority a more suitable access point.
5. We note the WCC signalisation scheme for the St John's Gyratory which is proposed to mitigate the impact of development traffic but there must be a s106 obligation requiring the improvement scheme to be in place prior to first occupation of any development. The Highway Authority has a track record of delivering improvement schemes well behind programme and they must commence design, procurement and construction well in advance to avoid this busy junction becoming a major problem.

We would be happy to meet the planning and highway authorities to discuss proposals to mitigate the effects of the proposed developments which do not have a negative impact on Kenilworth Golf Club and nearby properties. Given the commitment to consider any impact on the club, we look forward to hearing from you.

Yours faithfully,



Charles Leggitt
Chairman

For and on behalf of Kenilworth Golf Club Ltd