

I realise what a great deal of work has gone into this document but I feel there are some points I would like to make.

Arden Regional L C Area.

*I am still very concerned about the lack of real commitment by WDC to keep this area developed by the ARLCA designation especially concerns over the ancient woodlands and hedgerows.

*Who decides whether the removal of the mature landscape “enhances “ the development? “Feasible and Appropriate “ are not words developers understand.

*Please do not cut down mature trees and think by planting x more saplings you are helping the environment.

How many times will the developer be able to appeal any decision? It seems they are so greedy. Do we as a town have enough protection against them. For eg, Common Lane Bloor Homes change of planning for more 4 bedroom houses and less money £625,000 spent on affordable houses. Warwick Rd Cricket club forced to put up extra fencing because the developer sort and got more houses past than the outline planning allowed.

Drainage

What damage could be done to the ancient landscape by developers mitigating pluvial flooding?

Car ownership and Infrastructure

*It is well known Kenilworth has above average ownership of cars and it is because it is a dormer town, in one household 2 people could work in 2 locations and need their own transport to get there. Public transport is not brilliant in Kenilworth. One train an hour... X17 now running every 20 mins instead of 15 mins , X68 to JLR no longer running and this is before any building starts. So we must make sure that each development provides ample off road parking. Roads must be wide enough for Buses and by not having cars parked on the streets or grassed curbs they will be able to get through more easily. Some of the designs that you use eg Waverley Rd for eg of your Urban street scene. In reality Waverley Rd is quite difficult to navigate down for buses, lorries etc when the Warwick Rd is closed off.

*By having the new secondary school on this new site the traffic along Glasshouse, Birches Lane etc will be horrendous at certain times. Care must be taken not to allow roads, such as Thornaby and others in the wider location, to become rat runs.

*Traffic flows in Crew Lane do not mention changes due to HS2.

*Birches Lane maybe needs to have part time traffic signals on the new proposed St John's roundabout.

What type of housing should be built?

*Obviously you have your charts with the percentages of 1/2/3 bedroom etc. Remember why many people want to live in Kenilworth. Kenilworth is safe , Kenilworth has good schools . Most people are families look how quickly family accommodation sells because these types of homes have front and back gardens. So I would suggest where possible all accommodation even if there are maisonettes they have their own outside space. (Similar to the properties in Whateleys drive)

*No student accommodation the town centre is already oversubscribed!

*What is needed is affordable rental accommodation for young people. There are many students from Warwick or Coventry University as well as young people who we want to encourage to work here but private rental accommodation is very expensive. Perhaps we could have a scheme where by 20-35 year olds could rent property for 5 years whilst they saved a deposit for their own property. All rents would be below the market rate but you could only stay for 5 years.

*I do not see why we have to have high density development like Bannerbrook in Coventry in this development as it is so close to the town centre. This is not the place to put it. I do believe facilities like shops are needed but much further out. A small development by Crew lane would help with a OneStop type /Tesco local for they affordable housing that will probably be put there due to the closeness of the A46.

*You are placing your high density development right next to Thickthorn which you argue is a special conservation area.

* Older people would down size to this location if there were the following: good transport links to town walking and cycling are ok up to a point ,local facilities such as a local shop and a bus route.

* I know from experience living in Priory Rd that the urban street design does have problems. Not having any front garden causes problems. The new flats built there recently were right up to the pavement. People as they pass by knock the windows. The first thing the people did who live in there was put a covering over the window so people could not look in. In Station Rd the same development has a front garden and doesn't have the same problems.

Facilities for the Community

*You will be making the same mistake as you did with the Youth club /Kenilworth Centre by making the developers pay for it. After 5 years funding ,WDC will not pay out for Youth workers and once again Kenilworth local people will have the problem of funding this new centre as well as the one in town.

*Why can't the new schools become community schools and locals use these facilities?

*Health clinics could use them, as I disagree with the view that current health centres are adequate. It is impossible to get a Dr's appointment from Abbey medical centre week beginning Jan 7th 2019. Kenilworth has a large percentage of older people that will not go away.

*Greenspaces, parks etc great idea but designed not to cause a social nuisance. It is not fair moving the skate board park from one remote area of Kenilworth to another. Children's play parks must not become vandalised.

*Those green monument spaces must not allow BMX racing. It is unfortunate that this has been allowed to happen.

*Will this increased number of new residents lead to better policing in Kenilworth?

* If older people are going to live there then open spaces must allow for their use as well. This seems to be omitted in this plan.

* Lack of Electric charging points. These must be put in on the plans so developers have to pay for them

* All developments to have high speed broad band installed on the site not added later when roads etc have to be dug up to lay cables.