

1812

WDC PLANNING
Ref
Officer
19 JUL 2012
SCANNED
CC CR PD MA
PRE GEN DIS

18<sup>th</sup> July 2012

Dear Sir,

My preferred option plan consultation feedback:

GREEN BELT - National Planning Policy Framework requires "very special circumstances"

The Green Belt covers only 13% of the area of England. This preferred plan is for 10,800 dwellings and 43% of land used will be green belt. How can this be justified when there is still plenty of white field land available south of Leamington? Presumably the "very special circumstances" come into effect when the 57% development on white fields has been used. This growth is scheduled to take 15 years at a constant annual rate of 555 houses per year. 57% of 15 is 8.55. So it will be eight and a half years before these "very special circumstances" (ie. white field sites are filled and green belt is needed) comes into effect. By then another plan will have been made!

I disagree strongly with any relaxation of the green belt which is there to stop conurbations merging. This plan will leave less than 1 ½ miles between Kenilworth and Leamington.

Why does Kenilworth need to expand? It has always been in the past a much smaller town than Leamington and Warwick and mushroomed massively in the 1960s, and also in the 1980s when Knights Meadow and the Lindisfarne Drive estates were built. Why should we let this happen again to keep pace with the other towns? Councillors tell me that the Green Belt is strangling Kenilworth. This is precisely its purpose. We should be grateful that our town has these safeguards in place to protect it.

770 dwellings equates to about 1770 people which is almost a 10% increase in Kenilworth's population in an area which is quite detached from Kenilworth and is not likely to make its inhabitants feel a part of the community. The town centre should be in the middle of the town. Far too much development is on the east side and it should now be the turn of the west, if the Green Belt has to be sacrificed, where there is no risk of it merging with other towns and which would be a short walk to the centre of town without cars needing to be used.

THICKTHORN.

How was the Thickthorn site chosen?

Surely not because it abuts the A46 which is noisy both day and night. Was a site visit made to see just how noisy it will be for all the inhabitants? Were decibel readings taken at various points up the hill to ascertain the suitability of this site? The noise is particularly bad on a hot sunny day with the prevailing south-west wind. What about HS2 whose boom will be heard at Thickthorn as it passes 18 times per hour in both directions on the EAST side? This estate will be on the flight path of Coventry

International Airport where there is no restriction on night flights and jets scream right over the proposed development land and at a very low level on their way to Baginton as they have to avoid the Birmingham flight path, (which is also noisy) as this is the crossover point of the two flightpaths.

It would be a very selfish decision to commit people to a life of misery with all this noise even through double glazing. This is not the same scenario as the Woodloes where houses abut the road, which at that point is 4 lanes instead of 6, where there the A46 is the other side of the natural sound barrier of Primrose Hill. At Thickthorn noise is impossible to stop owing to the contours of the land which is a basin causing the noise to be trapped and sweep up the hill towards dwellings. The noise is incessant both day and night. It is an ideal location for the sports fields which are already there, where people can go away at the end and not have to endure it 24 hours a day. Office buildings along it will not dissipate the sound.

#### TRAFFIC

Having 1200 cars discharging from the estate each morning will be a nightmare and cause even longer queues up Birches Lane and into Glasshouse Lane. It will be a worse effect than the horse fair there every day of the year. Updating St Johns gyratory presumably means traffic lights which will cause long tailbacks into the town centre as they have priority under the give-way scheme.

I cannot understand how a dual carriageway between Kenilworth and Leamington will help as all the traffic will have to funnel in at either end and will just result in 4 lanes of slow moving traffic instead of 2. Creation of bus lanes will in any case limit traffic flow to one lane in each direction to speed up a bus every 10 minutes if you're lucky, and nothing will be gained in terms of traffic build up.

There are no points wide enough along Glasshouse Lane for the junction of a spine road, as the corner with Rocky Lane is on a dangerous bend. In any case, Glasshouse Lane is a unique and attractive feature of 1930s period landscaping, a Kenilworth gem, which should be preserved and which junctions along its length will destroy.

#### NUMBERS

Where do these figures come from for 10,800 houses?

It is in the interest of the District Council to have as many new houses as possible, as they receive 6 times the Council Tax from the New Homes Bonus Scheme for every new dwelling completed and more than that if they are affordable housing.

This plan is not led by suitability but the interest of landowners to sell off their land for housing.

These are not sufficient grounds for this massive increase in population concentrated in a small area as the plans make little use of rural area development. Lots of villages need regenerating. Radford Semele has had no growth since the 1960s and has a school in place already. It has good transport links to the M40, Fosse Way and Leamington Station and IT IS IN A WHITE FIELD ZONE. If such a large number are needed, they should be put in the South Leamington area on white field sites as Leamington already has all the amenities (parks, department stores, nightclubs, cinemas) jobs to support it. This is a Warwick District Council plan not a Kenilworth plan and there are plenty of other places where housing could be built.

## CONCLUSION

Population figures should be challenged.

Green belt should be protected.

Consideration of the effect on the HEALTH of people living alongside a motorway with NOISE and POOR AIR QUALITY owing to constant fumes and directly under a flight path with NOISE due to very low flying aircraft should be made.

## DISTRICT COUNCIL

Having looked extensively at your website, I note that according to feedback from the public there is low satisfaction with the way you communicate with people.

I note that you are consulting the people of Kenilworth on Friday 20<sup>th</sup> July in Kenilworth Library. As the consultation is of 2 months duration, why do you choose to liaise with the people of this town just 7 days before the cut off date for written responses?

Every household in the town should have been notified by post (why not with the Electoral Role info) and notices should have been placed in relevant places about the town as happens for a single house alteration. Instead, the local press is left to do the job for you. You are reaching a small minority. Ask the KWN for circulation figures.

In order to improve this during the further consultation in March / April, I hope you will have the courage to consult everyone by means of a written communication to every household.

Yours faithfully,

A large black rectangular redaction box covering the signature and name of the sender.