

Planning Policy

WDC

Leamington Spa

CV32 5HZ

Dear Sirs or Madams

Re The Land East of Kenilworth Development

Having read some of the brief on the council web site I would like to make the following comments.

It is essential that the existing green belt in this town is protected, some of which has been eroded during previous developments, despite reassurances by planners and builders that this would not happen.

Under the heading 'Visions and Objectives' it states that there will be an efficient and effective transport system. This will not happen if careful attention is not paid to the several roads that are involved in the development. The junction where Crewe Lane meets Glasshouse Lane is, presently, a danger to pedestrians and vehicles. This will be very close to the proposed new school and needs altering. The length of Glasshouse Lane, from its junction with Rawsley Drive needs footpaths on both sides and the road needs upgrading. On dark mornings and evenings when children are walking to the new school, the present state of Glasshouse Lane is totally unsafe. There will, of course, be a large increase in traffic around Glasshouse Lane, Crewe Lane, Knowle Hill and Tisdale Rise when the school opens, so, therefore, safety must be the District and County Council's top priority.

Other roads will also need upgrading and, it would appear to me, that co-ordination is required between all parties involved in this development to relieve traffic congestion. The increased traffic caused by the proposed housing on the Thickthorn site will cause absolute chaos unless managed efficiently. The A46 is to be upgraded, HS2 works will begin soon and for the benefit of all road users, there needs to be an holistic approach to all these traffic problems. The gyratory at St Johns, the Rouncil Lane/Warwick Road junction and the traffic hold-ups in Kenilworth town centre need sorting out before any more housing developments take place. A new primary school to accommodate 420 pupils is proposed on the Thickthorn development, imagine the amount of extra traffic this will generate. Access points to this new development must be carefully considered, together with traffic management at peak times of the day.

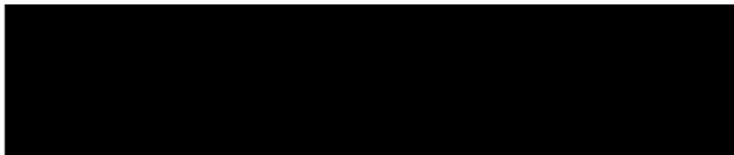
It is stated in the brief that meaningful consultation should take place between local residents and applicants during the planning stage. What guarantees are put in place to ensure that this happens? Time and time again, in my experience, plans are passed by the district council, after so-called consultation with local residents, the developers then alter the original plan and build something different. Some local residents, therefore, seem to be reluctant in expressing their views in the belief that their views do not count.

Public transport is necessary to relieve the road congestion, with the threat of a reduction in the number of buses; the council has to negotiate with Stagecoach/Midland Red to ensure there will remain sufficient buses to serve the town. If, for example the X68 is removed there will be no bus route along Dalehouse Lane, Rouncil Lane, the Bulkinton estate, Warwick Road, Leek Wootton and using public transport to Warwick Hospital will be extremely difficult.

The lack of police funding will mean that new developments will be difficult to police, emergency services are already working to capacity and more doctors, dentists and retail outlets will be required. Landscaping will be needed to make a pleasant environment. Drainage could be a big issue when more residences are built. The infrastructure for this development must be put in place .

In conclusion; all of this East of Kenilworth Development needs to be very carefully thought out, as it may be too late to alter when it has been built and I would urge all local councillors to encourage those who live or work in Kenilworth to express their views.

Yours faithfully,

A large black rectangular redaction box covering the signature area of the letter.

Lesley O'Connor