



12 January 2019

Planning Policy
Warwick District Council
Riverside House
Milverton Hill
Leamington Spa CV32 5HZ

Dear Sirs,

Land East of Kenilworth Development Brief consultation

I generally support the brief but have the following comments:

Chapter 7 page 61:

Development Principle 1A part a) – says “It shall include a mix of dwelling sizes and accommodate suitable housing for older people” Does this mean that every development parcel should accommodate housing suitable for older people, or should there be a separate site for specialist housing somewhere on the development ? More clarification is required.

Page 62:

I support Development Principle 1B but in part a) it says “ all major housing sites...”. How is ‘major’ defined ? Should the word ‘major’ be omitted ?

Page 67

Proposed cycling routes should include ones across the railway at Clarendon Road and from Glasshouse Lane to Stoneleigh Park (an upgrading of public footpath W202), as this is a major employment site which is very close to the development site, but one which has very poor links at present.

Pages 64 and 72/73:

Although paragraph 3 on page 72 suggests that there could be two options to access the residential site, the preferred option highlighted by paragraph 3 on page 64 says that “there should be no through route between the employment land and residential areas” Two separate links to the A452 Leamington Road would appear to be unnecessary duplication and complications to the highway junctions. Page 73 notes that with the current proposals, there is a danger of traffic queuing back to the A46 roundabout. I would say that this is highly likely as currently in evening peak periods traffic frequently backs up from the St John’s gyratory right across the roundabout and down to Chesford Bridge. When the ‘east of Kenilworth’ development was originally proposed, the expectation was that all the new development would be served directly from the Thickthorn roundabout, and I suggest that arrangement should be provided.

Page 76

If the Hidcote Road junction is changed as Figure 28, how is the current X17 bus service supposed to negotiate the junction, or is it to be diverted ?

Page 86

Paragraph 1 says that Birches Lane will remain un-signalled, yet figure 36 below it shows 'new traffic signals' at the junction. It is imperative that there are new signals at this junction as at present there are frequently long queues of traffic waiting to exit Birches Lane in rush hour periods.

There also needs to be provision throughout the gyratory system for cyclists as it is an important link between the north of the town and the Warwick and Leamington Roads, and also will be one end of the K2L cycle route when that is constructed.

The footway adjacent to the petrol station needs to be retained to allow pedestrian access to the petrol station and Camden House. A lot of local people use the shop at the petrol station as their local convenience store and access it by foot. Visibility from the vehicle exit from the petrol station is also currently difficult and should not be made worse.

Page 88

Figure 38: carriageway widening will be required to allow buses to negotiate the corner safely. At the moment, buses frequently mount the pavement on the turn from Dalehouse Lane into Knowle Hill.

Page 89

Figure 39: It would appear that a number of mature trees would have to be removed to achieve the proposed alignment of Leyes Lane. Have they been taken into account ?

Page 90

It has been identified that a new bus service is needed to link the development with the town centre. Figure 40 shows this as an 'out and back' route. It may be more practical for the bus route to return to the town centre via Leyes Lane. Figure 40 also does not show the current 'SL' (station link) bus service.

Table 2- map ref 1. Should include reference to incorporating K2L cycle route.

Ref.23: K2L should be part funded by East of Kenilworth sites – this is very important and justified, so # symbol should be removed. Many of the new residents will be able to use the new route to access Leamington. This is more important or just as important as 'Cycle Network Improvements' (unnumbered)

Page 102

The location of the primary school should be determined at this stage, rather than having the vagueness of 3 potential sites.

Page 103

It is good that the current underprovision of open space in this area of town is highlighted. However I object to the statement "applicants are not expected to address an existing deficiency". It is very reasonable that applicants contribute to resolving this deficiency.

Page 107

The statement 'soft green edges to the edge of the development will be desirable' should be changed to essential.

I support the statement that developers should offer open spaces to be adopted by the Council. I support the statement "the Council will require a ROSPA report to be provided", but the wording "to confirm that the proposed designs are safe" should be added.

Page 117

Objective 7 – the words "where possible and appropriate" should be omitted.

In the phrase "...recommended that properties should be built to the optional requirements" I suggest the word 'recommended' should be omitted to avoid confusion.

Page 119

I suggest that the words "strive to achieve Building for Life accreditation" should be replaced by "properties will be required to achieve Building for Life accreditation" to avoid confusion.

Page 120

In the phrase "renewable energy technology where applicable" the words "where applicable" should be removed to avoid confusion.

Page 129

I support the fact that red sandstone detailing has been recognised as a particularly distinctive Kenilworth detail.

Page 132

Development Principle 7C b) needs to be amended. The statement 'Timber fencing, without hedging, will not be supported as a boundary treatment to the edge of any plots..' is impractical and unnecessary. It should be amended to read 'Timber fencing to the boundaries of rear gardens adjoining highways will not be supported.'

Car parking – the first paragraph says 'on plot parking ...should be integrated into the street' This is not clear – what does it mean ?

Paragraph 5 – '...constructed from permeable paving unless it is deemed unsuitable' The words I have underlined should be omitted to avoid confusion.

Page 135

Development Principle 7E: Public Art – the words '...will be supported and strongly encouraged..' should be replaced by '...will be required.' If these words are not included it is likely that no public art will be provided by applicants.

G) the words 'All major applications' should be replaced by 'All planning applications'

Page 143

The inclusion of indicative densities is supported. Within the 'high density area' higher densities than 50 units /hectare could be possible if apartments are included without detracting from the overall concept.

Page 144

A cycle route to Stoneleigh Park via the existing footpath route to the Grecian Lodges should be included.

A cycle link to Thickthorn Close is shown but a cycle route along Thickthorn Close and Moseley Road should be shown as this could be the most suitable quiet cycle route from the southern end of the site to the town centre.

Page 159

Planning applications should also include supporting documentation showing how the application accords with the aims and objectives of the Kenilworth Neighbourhood Plan.

Page 163

I support the infrastructure delivery triggers and proposals for the spine roads to be completed before housing is occupied. This is realistic and necessary to avoid extra traffic on the existing surrounding roads.

Yours faithfully

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