

## Aspia Jannat

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**From:** Busby [REDACTED]  
**Sent:** 13 January 2019 21:30  
**To:** Planning Policy  
**Cc:** Richard Dickson  
**Subject:** Land East of Kenilworth Development Brief - Public Consultation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear planners,

I have read the document on line in its entirety and I believe it to be a generally positive approach.

As a resident on the part of Glasshouse Lane [REDACTED] which will be incorporated into the spine road I have a strong personal interest.

I fully accept and endorse the need for the country to build more houses and as such do not seek to resist this development, however I am surprised at the ease with which the noise and air pollution consequences of siting so many people by the A46, a six lane highway which forms a significant link in major national routes are accepted, (page 113) particularly in the light of recent research evidence of the effect of 2.5pm on the development of children? Mitigation can only be limited, please walk down Rocky Lane at evening rush hour.

Given the above concern the proposals regarding the site seem generally very positive, however I have several significant concerns regarding the traffic management.

### Regarding the site:

1. It is essential that the infrastructure changes and provisions are made early, the 1000th dwelling being occupied is too late, especially for the school.
2. Very active steps need to be taken to protect the ancient woodland, both during construction and afterwards, particularly the young newly planted trees, with so many additional people on site, parts of it need to be restricted from people and dogs or it will become a sterile area with no wildlife.
3. Whilst I support the desire not to put a spine road through the woods along Rocky Lane, I would encourage you to go and view the effects of the recent felling which has removed 75% of the mature trees, I believe this renders invalid the wish to avoid putting a second access point into the middle section of housing on the sports pitches. There remains very good reason to avoid a road through Glasshouse Spinney.
4. I note the suggestion that noise and air pollution is abated by putting play areas and green space next to the A46 boundary – are we to encourage children to play in the area of greatest noise and pollution?

**Regarding traffic flows:** Your recently delivered A5 document speaks of the new school generating 6000 journeys per day. The original spine road was envisaged as keeping this off Glasshouse Lane and limiting the probability of rat runs?

1. This volume of additional traffic on Glasshouse Lane is certain to cause fatalities with school children being at highest risk, already cars are driven at excessive speeds past the proposed school site and on down round the bend at Woodside, the provision of the



roundabouts will just add to the drivers frustration, traffic calming measures including a 20mph limit are going to be essential.

2. The entire spine road not just the section outside the school (page 71) should be 20mph.
3. What is the pollution impact on Glasshouse Lane residents from this number of journeys – has this been assessed?
4. I have yet to see any attempt to address how the number of vehicles that will wish to either enter the new school site or to drop off children will do so, Leyes Lane is chaotic in the mornings and has just made into a 20mph zone, now a bigger school and including the 6th form is intended on a road that is in effect an eastern ring road. Whilst I commend the desire to promote walking and cycling these require the pupils to cross Glasshouse Lane to enter the school, what effect will this have on traffic flows? Also I cycle in Kenilworth and it is often not a pleasant experience, will there be cycleway provision along Glasshouse Lane to provide a safe route to school?
5. The closing of access from Hidcote Road onto Knowle Hill/Glasshouse Lane blocks access from the Knights Meadow estate for those who wish to travel north to Coventry or the motorways, this will encourage the use of the rat run through Finham Road and a right turn onto Dalehouse Lane towards the A46. Better to close Crew Lane or enlarge it and provide a roundabout.
6. The proposal to put traffic controls on the gyratory (page 86) at the bottom of Birches Lane by the studies own admission will provide minor improvements at peak times, already it is difficult to exit Birches Lane in the morning yet it is not to be provided with signal controlled access to the gyratory?.
7. Finally the proposals still only provide two options for cyclists to cross the railway line to access the town centre both of which are dangerous, the aim of improving cycling rates is unlikely to be achieved.

In summary, given houses must be built, the level of pollution would suggest this is not a good site, however if that is deemed acceptable, then I am most concerned that the traffic flows are going to provide a very significant risk to residents & pupils and result in very significant disruption and congestion. I believe further thought needs to be given to the details of the traffic provisions.

Thank you for your time.

Best regards

RA Busby

