

- By making the access via Thickthorn there will be a loss of amenity to existing residents, an increase in traffic onto existing streets and a subsequent increase in risk to pedestrians and cyclists.

Given all of the foregoing, and particularly the cited references from the Development Brief regarding protecting existing residential amenity etc., it seems wholly inappropriate to include a full vehicular access point at the end of Thickthorn Close which itself is a narrow road and a cul-de-sac. Rather it seems appropriate to positively plan for and integrate the new development with pedestrian and cycle connectivity **only** at the ends of Thickthorn Close but with all vehicular access being provided off the proposed Primary Routes. This will also help to ensure that any proposed development at the end of Thickthorn Close is not promoted in advance of the main scheme and therefore in advance of any perceived betterment that the whole scheme may bring to the Town.

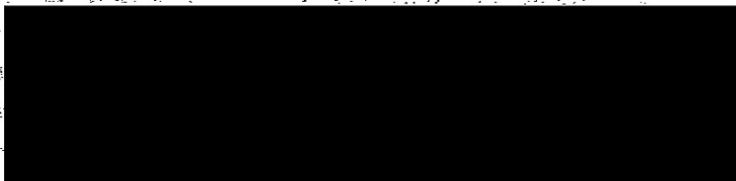
Property Types and Scale

Chapter 8 Page 150 indicates a mix of bungalows as well as 2 and 3 storey properties being located in the section of the site between Thickthorn Close and the Leamington Road. Page 150 also states 'it is recommended that the scale of properties is similar to the scale of neighbouring properties'.

Based on the above, I would like to object based on the fact that Thickthorn Close is primarily made up of bungalows whereas the plan indicates the majority of new dwellings being 2 and potentially 3 storeys.

I would like the above points to be formally recorded as part of the consultation process and would ask that you confirm this by email or in writing.

Yours faithfully



SUELLA LEE-WRIGHT

Ref **K515153**
Officer **[Signature]**
10 JAN 2019
SCANNED
CC OR PD MA
PRE GEN DIS

4th January 2019

Ref – Land East of Kenilworth Development Brief

I would like to make the following objections regarding the above Development Brief.

Access

Chapter 8 Page 145 shows Vehicular Access into the site from Thickthorn Close leading to a Secondary Route around the site.

Chapter 8 Pages 144 and 145 indicate that this will be the **only** access point into the site (there is no connection shown to the new spine road). If it is the 'only' access then it can't be considered as secondary.

As such I wish to raise an objection based on the following:

- The above would require traffic from the A46 and Leamington Roads to access the site via the St John's Gyratory system, then Birches Lane and Thickthorn Close.
- Chapter 7 page 84 makes reference to the potential of using Thickthorn Close as an Access, but states 'they will be unlikely to be considered appropriate means of **main** access points into the wider site and any development off these accesses would need to demonstrate its connectivity with the remainder of the site'. It also states 'Impact upon residential amenity will be a consideration when assessing the suitability of these access points. While **not proposed for vehicular access** the accesses do offer good potential for use as emergency access points and enable opportunities for good connectivity to the existing town for walking and cycling'.
- In Chapter 3 Planning Policy framework at page 26 the 'Kenilworth Neighbourhood Plan Policy KP4 is stated as including (amongst other key bulleted points) '...the protection of the residential amenity of the existing development along Leamington Road, Glasshouse Lane, Birches Lane and the roads off towards the developments including the planted verges in such areas;
- At page 44 Chapter 5 of the Development Brief it is suggested that, amongst other things '...development proposals should seek to...retain existing pedestrian/cycle connectivity and create opportunities for improved connectivity with the town and adjacent countryside...' whilst seeking to minimise '...the impact on existing residential properties.'
- Later at page 49 Chapter 5 Figure 22 indicates the existing access points to the whole development site and, sensibly perhaps, does not refer to an access off Thickthorn Close
- At page 58 Chapter 6 Vision and Objectives item 3 of the development objectives is cited as the 'Delivery of an effective and efficient transport system'