

- 3 JAN 2019

SCANNED
CC OR PD MA
PRE GEN DIS

1st January 2019

Land East of Kenilworth

Dear Sir/Madam,

I write regarding this scheme and provide below various observations for your consideration.

This vast scheme creating in the region of 1400 dwellings, in my opinion, should not be considered in isolation. It must take into account all of the other potential / proposed housing schemes for Kenilworth and their likely impact on the town as a whole. In particular there needs to be a co-ordinated and holistic approach to alleviating the current traffic congestion in the town. Without the necessary measures being in place matters will only become worse. Further consideration will also be required to prevent any escalation of the traffic problems if as not doubt will happen these housing works coincide with other major projects planned for this area. I refer specifically to HS2, the A46 improvements, two new junctions on the A46 and the remaining housing schemes. This necessitates the formulation of a comprehensive strategic plan to enable Kenilworth to function normally whilst achieving the satisfactory completion of all of these works.

I also note that the St John's gyratory and various road junctions in the town are to be improved at some point. Perhaps these matters too could be incorporated into the overall plan, thus saving much inconvenience?

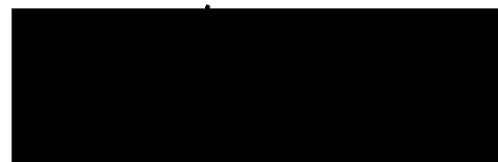
In respect of the proposed new secondary school in Glasshouse Lane I would query the location. It could not be any further from the eastern side of Kenilworth in geographical terms. As such this remoteness will cause more vehicle movements. This is extremely bad for the environment in terms of air pollution. No doubt the upgrading of both Glasshouse Lane and Crewe Lane has been taken into consideration as noted in the approved Local Neighbourhood Plan where "the delivery of infrastructure" is noted.

At present it is a very slow tortuous journey to Leamington in the morning. Only last week I experienced a tail back from St John's gyratory to the Ramada island at the Bericote Lane junction. To now propose to add further access points to the A46 Thickthorn island would be folly and only compound delays. This junction requires a total reconfiguration, possibly with an over bridge for the Kenilworth/ Leamington traffic. No doubt developers would suggest a sophisticated traffic light system which would be infinitely cheaper, but lead only to longer queues.

In reality what Kenilworth needs is a North/South bypass. Possibly improving the road from Stanks interchange northwards to the Wroxall island would help diverting any Birmingham traffic.

I hope you find the above of interest.

Yours Faithfully,



C O'CONNOR.